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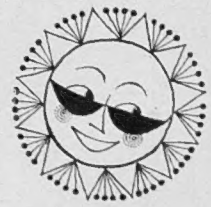

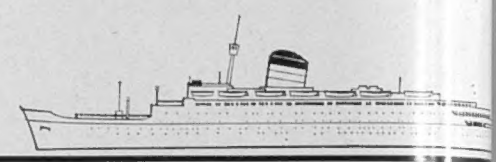

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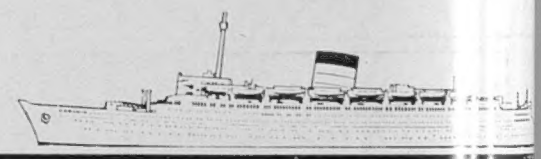

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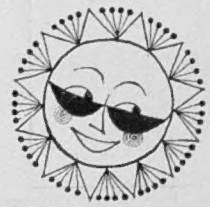

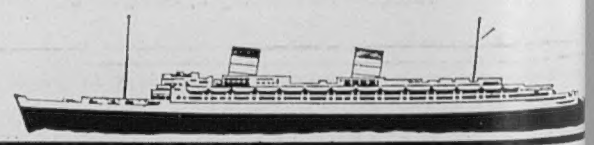

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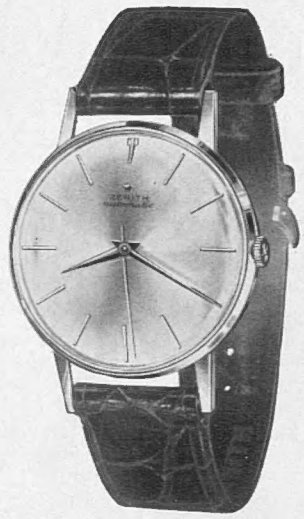

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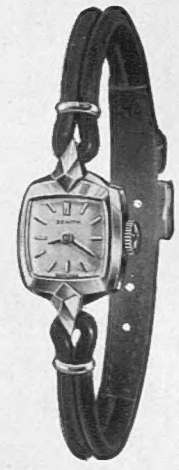

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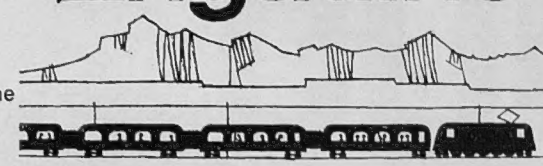

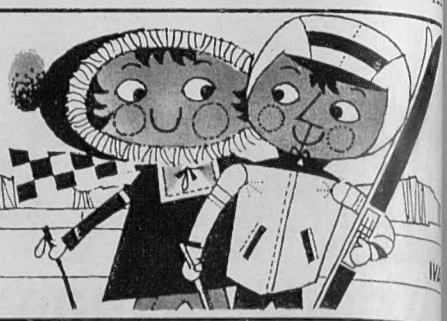

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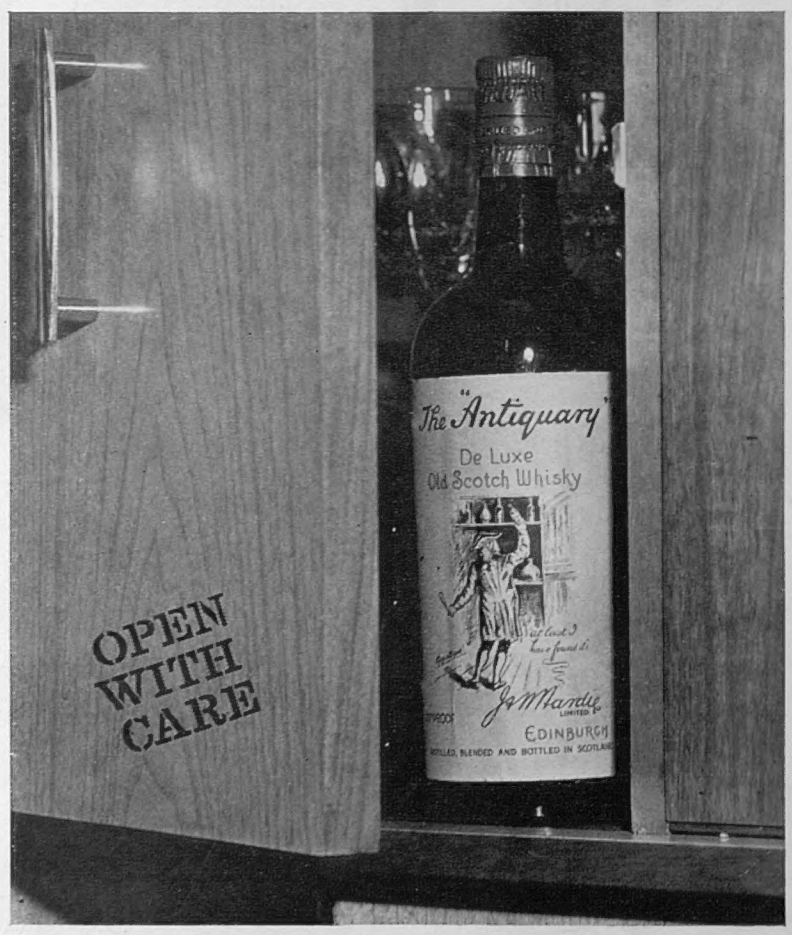

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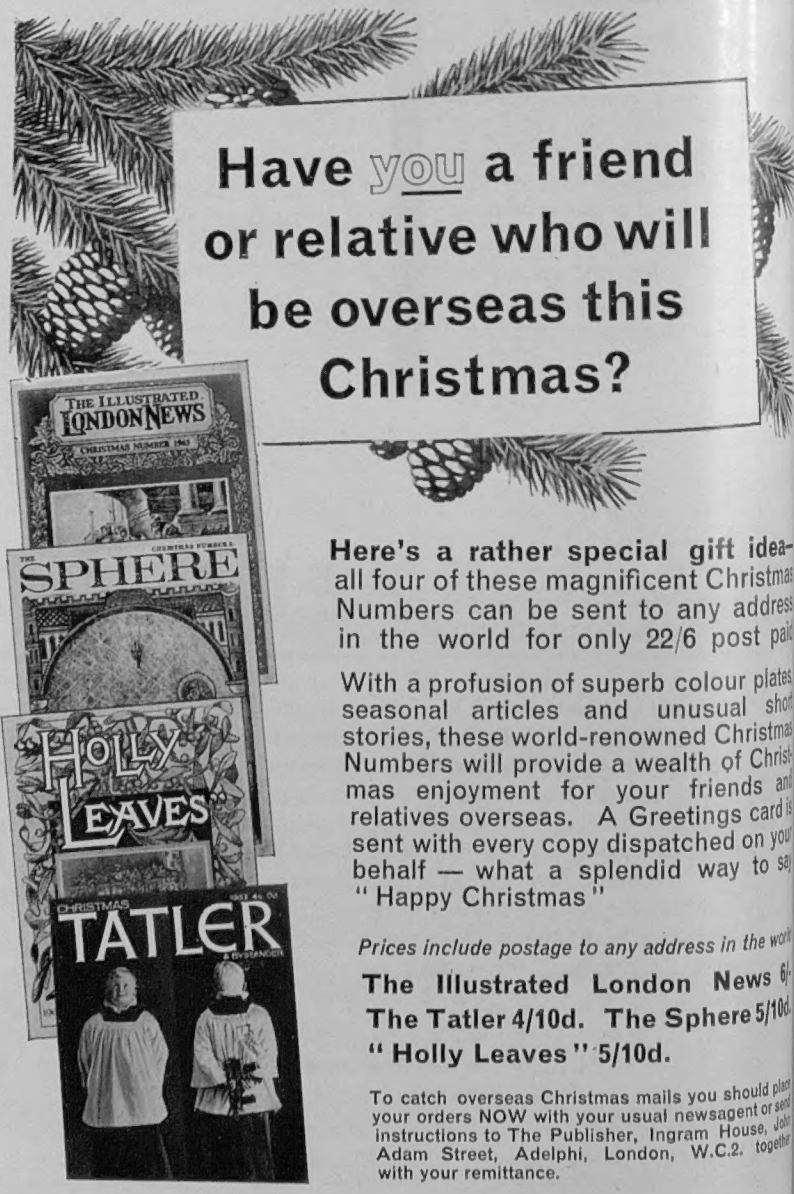

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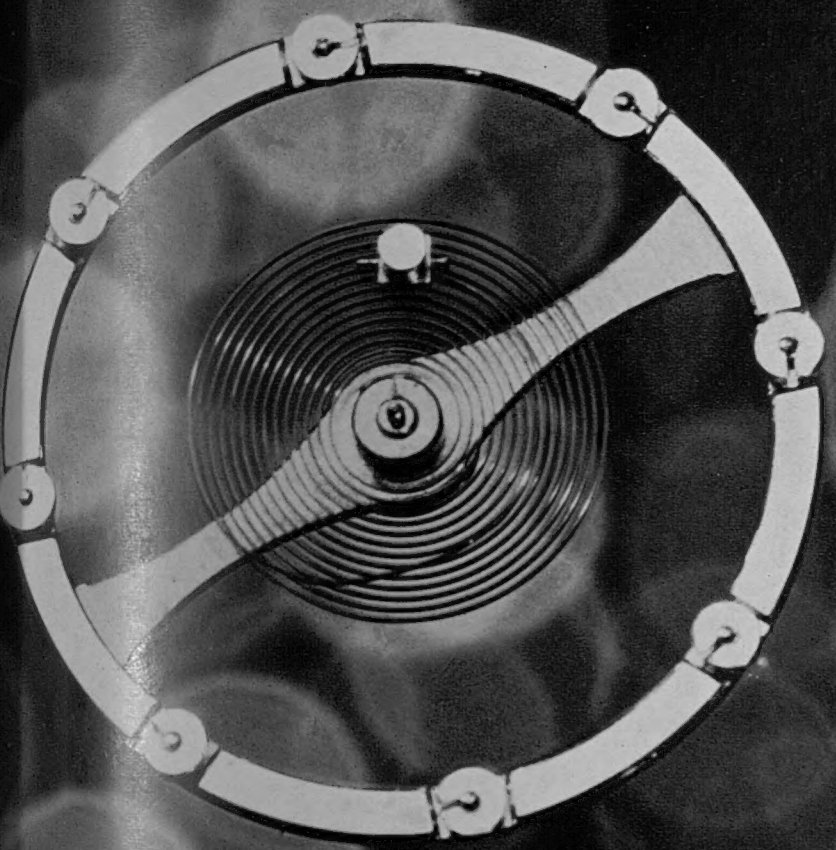

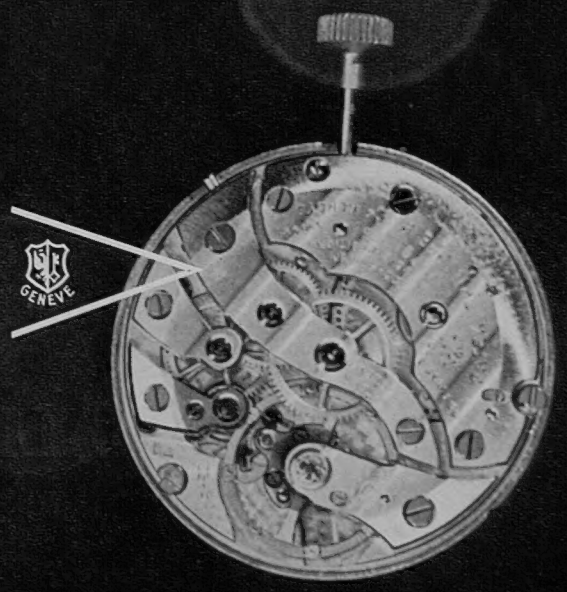

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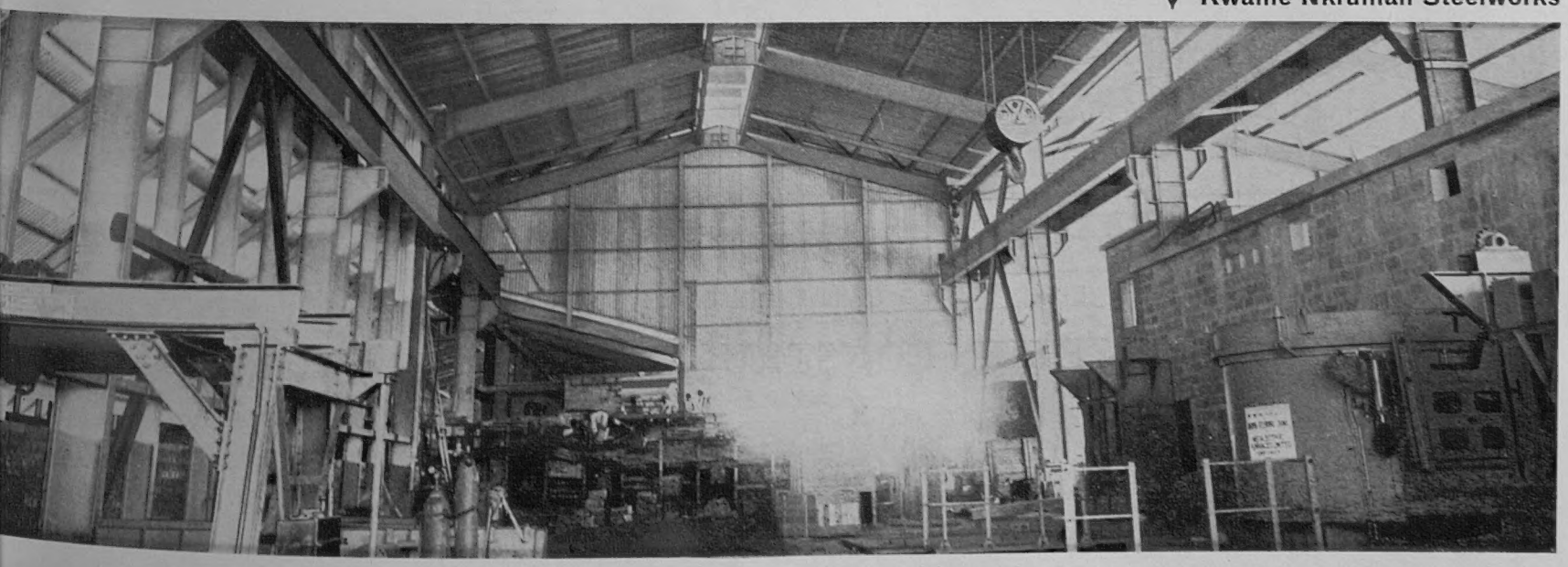

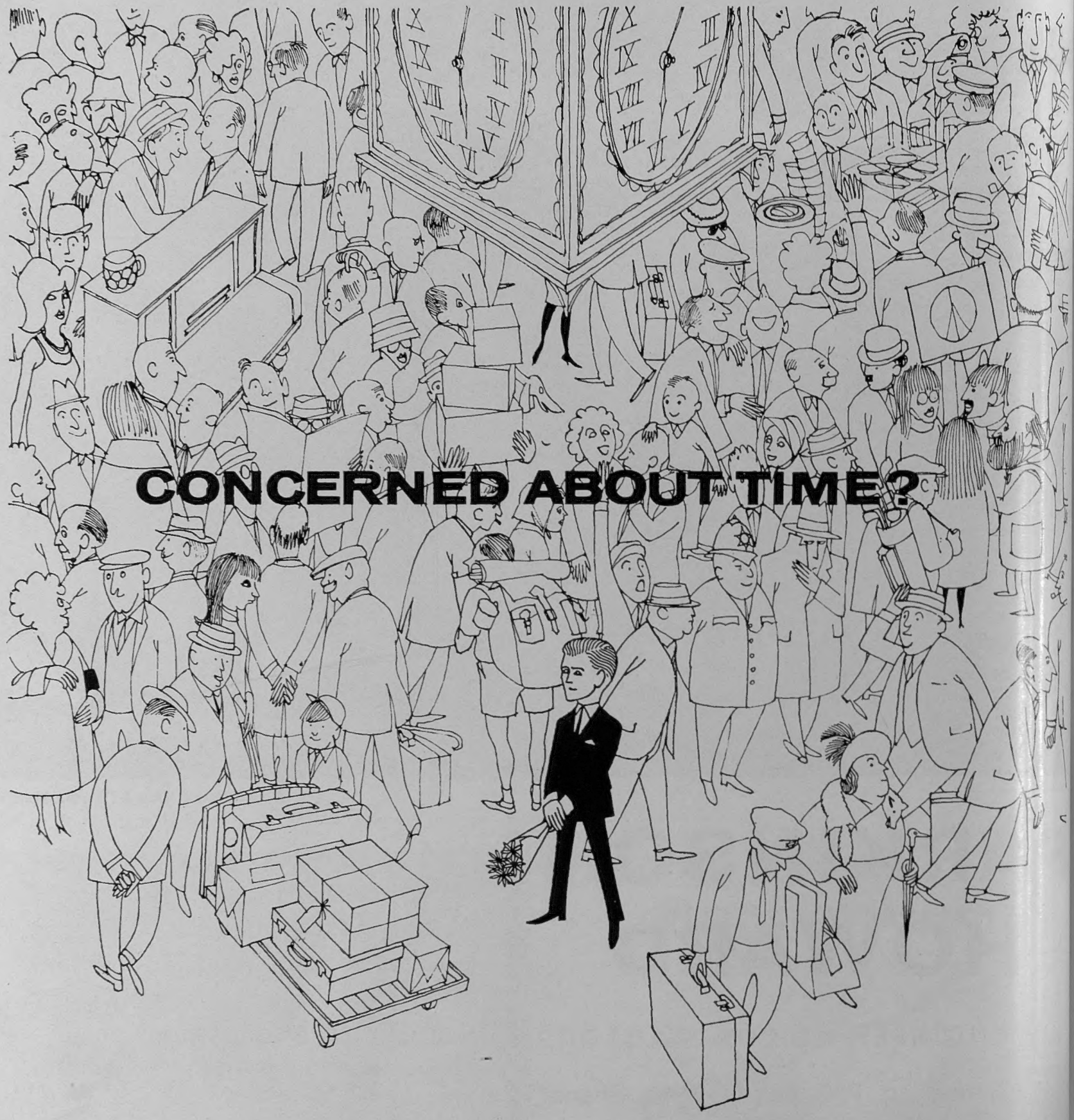

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Volume CCLV No. 3308 LONDON, October 26, 1963

THE SPHERE

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Lord Home waves as he leaves No. 10 Downing Street for Buckingham Palace to accept his appointment as 14th Prime Minister of the United Kingdom in the 20th century. On the previous day he had undertaken the commission to form a government to succeed that of Mr Macmillan, but there was some doubt whether he could do so until it was known whether Mr Butler would serve in Lord Home's Cabinet. Once he had agreed to become Foreign Secretary, Cabinet-making proceeded apace. Two who refused to join were Mr Ian Macleod and Mr Enoch Powell. Lord Home was expected to have renounced his peerage in time for him to fight the Kinross by-election on November 7 (see also overleaf)

NUMBER 14 AT NUMBER 10

AS THEY WAITED FOR THE NAME

130

Above: Mr Butler arrives at Downing Street for a luncheon at which he, Mrs Butler and Lady Dorothy Macmillan were entertaining Prince Souvanna Phouma, Laotian Prime Minister, and Tulsi Giri, Nepalese Foreign Minister. The photograph was taken in the period in which Mr Butler, as Deputy Prime Minister, was in charge of the Government

Above right: Lord Hailsham leaves a cabinet meeting during the days of waiting

Right: Mr Selwyn Lloyd, who had recently carried out an inquiry into Conservative party organisation, is seen on his way to the King Edward VII Hospital for Officers to see Mr Macmillan

Far right: Lord Chelmer (left), chairman of the executive committee of the National Union, Mrs Shepherd, chairman of this year's Conservative conference, and Lord Poole, joint-chairman of the party's organisation

Above: After a visit to the Prime Minister at the hospital, Lord Home and Mr Maudling come out into Devonshire Street

Far left: Mr Edward Heath, another caller at the hospital during the days of decision

Centre left: Mr Macleod leaves No. 10 Downing Street after a cabinet meeting

Left: Lord Dilhorne, the Lord Chancellor, paid a number of visits to Mr Macmillan. By virtue of his office, Lord Dilhorne was in a position to advise on the constitutional aspects of the resignation and appointment of the new Prime Minister. Since the choice fell on Lord Home, there was the additional problem of relinquishment of peerage

THE ROAD TO DOWNING STREET

William Alexander Frederick Douglas-Home becomes Prime Minister at the age of 60. He was educated at Eton, for whom he scored 66 in the Eton and Harrow match in 1922, and at Christ Church, Oxford. He first came into politics as Viscount Dunglass and sat for South Lanark in the Commons from 1931 to 1945. From 1937 to 1939 he was Parliamentary Private Secretary to Neville Chamberlain, the Prime Minister, and so held this post throughout the Munich period. From 1939 to 1941 he was incapacitated by ill health but in 1945 he was able to take his first Ministerial office as Joint Under-Secretary at the Foreign Office in the Caretaker government. He lost his seat that year and returned in 1950 for one year as MP before going to the Lords on his father's death. Apart from the Scottish Office, Lord Home has been concerned with External affairs, first at the CRO and then until last week at the Foreign Office. (Macmillan's Premiership, p.136)

Top: A ceremony during Mr Chamberlain's visit to Rome in 1939. Viscount Dunglass (as Lord Home then was) is in centre behind the British Prime Minister of the day. Lord Dunglass had been Chamberlain's PPS since 1937

Centre right: Lord Dunglass in May, 1940, with Sir Archibald Sinclair. The future Prime Minister sat in the Commons from 1931 to 1945 and from 1950 to 1951, the year in which he succeeded his father as Lord Home

Right: Leaving Durham Cathedral in 1936 after his marriage to Miss Elizabeth Alington, second daughter of Dr C. A. Alington, Dean of Durham and formerly Headmaster of Eton

Far right: Playing for the Lords and Commons in 1935. The new Prime Minister was a cricketer of distinction in his younger days. He played for Eton and was a member of an MCC team which toured South America

Left: In 1953, as Minister of State for Scotland, Lord Home accepts a plaque at Kirkbean in Scotland in memory of the American Revolutionary War hero, Commodore John Paul Jones

Below left: Lord and Lady Home at their home in Buckinghamshire, soon after his appointment to the Foreign Office. In front of them is one of the departmental dispatch boxes

Below: A Press Conference at the Commonwealth Relations Office in 1959. Sir Anthony Eden appointed Lord Home Commonwealth Relations Secretary in 1955. For the first time he had to deal closely with External affairs

Centre: Lord Home is with Dean Rusk, the US Secretary of State at a Nato Council meeting in the Norwegian Parliament in Oslo

Bottom: During the Common Market discussions Lord Home went with the Prime Minister to confer with Italian Ministers in Rome. They are seen here with the Italian Foreign Minister

THE NEWS IN PICTURES

The Duke in the north

During his visit to the Manchester College of Science and Technology, the Duke of Edinburgh discusses wood pulp with Colin Cook, a 19-year-old student in the Civil Engineering and Paper Science buildings. Earlier on his tour he had formally opened the new buildings for the college

A new steel works

At Tinsley Park, Sheffield, the Duke opened a £26 million steel mill for the English Steel Corporation. Wearing a steel helmet he is met by officials as he arrives at the plant. Built on the site of a disused colliery, the plant can produce up to 385,000 tons of billet a year, and is claimed to be the most advanced of specialised plants in Europe

A record halved

After flying non-stop from Tokyo to London in 8 hrs. 35 mins. are, from left: Major Sidney J. Kubesch, Major John O. Barret (centre), and Captain Gerrard R. Williamson, all of the USAAF. They had flown in a B-58 Hustler bomber, and halved the record for the 8,028-mile flight established by a British Canberra in 1957

New Commonwealth judiciary

Preceded by the Mace, Dato Sir James Thomson, first Lord President of the Federal Court of Malaysia, walks in procession for the inauguration of the court in Kuala Lumpur, the capital of the new S.E. Asian Federation. It will interpret the constitution, decide disputes between states and is the Court of Appeal for the whole of Malaysia

THE NEWS IN PICTURES

In imperial state

President de Gaulle waves from the window of the coach as he drives with the Shah of Iran through Tehran. The President hoped his visit would result in the re-establishment of French influence in the Middle East

An Emperor in Bermuda

Haile Selassie, Emperor of Ethiopia, is shown round the grounds of Government House on Bermuda by the Governor of the island, Major-General Sir Julian Gascoigne. Standing behind them is Lady Gascoigne

Talks between neutralists

Mrs Bandaranaike, the Prime Minister of Ceylon, and the only woman Prime Minister in the world, is welcomed to Cairo by President Nasser of the UAR. At the end of the visit they had called for a non-aligned states conference next year

PREMIER FOR SEVEN YEARS

136 Mr Macmillan's Premiership, from January, 1957, to October, 1963, divides into two periods. In the first he appeared successful in everything he did. He restored with a remarkable celerity the morale of his party which had been given a great blow by the Suez catastrophe. He had to repair Britain's relations with the rest of the world, especially America. In 1959 he went to Moscow to start a thaw in the cold war. His policies at home and abroad were fully endorsed by his victory at the polls in the same year. Early in 1960, on one of his Commonwealth tours he made the "wind of change" speech in Cape Town. But then came the turning point in his fortunes—the failure of the Summit in May. During the next three years something seemed to go wrong. In spite of his imaginative policies Macmillan found himself faced by domestic setbacks and thwarted in his effort to join EEC. He also had extremely bad luck. History may place him as a farsighted statesman who failed to see the things nigh.

Above: Mr Harold Macmillan drives from Buckingham Palace after being appointed Prime Minister in January, 1957. He succeeded Sir Anthony Eden (now Lord Avon) in the post-Suez era **Left:** In December, 1959, Western leaders meet in Paris. With Mr Macmillan are President Eisenhower, President de Gaulle, Dr Adenauer and M Debré, at that time the French Prime Minister. The outcome of their meeting was the invitation to Mr Khrushchev to attend a Summit in the coming spring in Paris

Right: 1958, London, after his Commonwealth tour
Below: Dr Verwoerd in London in 1961 shortly before South Africa withdrew from the Commonwealth
Bottom: Meeting President Kennedy at Nassau in the Bahamas for their talks on Western defence and other subjects shortly before Christmas last year
Bottom right: Mr Macmillan signing the communiqué with Mr Khrushchev in Moscow, 1959

JOHN CONNELL

THE END OF THE ADENAUER ERA

On Tuesday of last week, while British political correspondents by careful scrutiny of the twitching of Mr Macleod's eyebrows and the angle of droop of Mr Butler's smile sought to discover who was the latest favourite for No. 10, Dr Adenauer stepped down from the Chancellorship of West Germany, to a massive valedictory salute of leader-writing such as is usually only accorded to a King-Emperor or a President of the United States.

These great rolling waves of comment were no less a manifestation of awareness of the stature which Dr Adenauer, in his 14 years of office, had attained for his country, than a personal tribute to *Der Alte* himself. That he has gone reluctantly and tardily, and that (since he retains his office in the *Bundestag* and his secretariat) there is more than a suspicion that he hasn't really gone at all, cannot mar the astonishing quality of his achievement.

There are aspects of the German character and of German policy (external nowadays rather than domestic) which no one, who, like myself, has lived through two world wars, can help distrusting and disliking. Nevertheless even by people with my prejudices West Germany is today respected. Dr Adenauer's term of power coincided in length almost exactly with the Weimar regime and was a year shorter than the 15 years which fate permitted to the Third Reich. If the capacity to wonder were still any part of politics, the transformation of Germany which has been effected in that time would seem a miracle. Dr Adenauer is just over a year younger than Sir Winston Churchill. There is a good deal to be said for the physical toughness, the undaunted courage and moral resilience which were taken for granted as virtues by their generation. Dr Adenauer certainly had need of them when he assumed his office in 1949.

Since memories are short and much has happened in between, it is well to recall what Germany was like then. C. L. Sulzberger has described it in a brief, lapidary sentence: it was "a spiritual charnel house." It was the walking deadness of Germans which, as you encountered it, was in those days the most horrifying and the most sickening experience; here was the most terrible vengeance for Belsen and Auschwitz; in spirit the Germans became what, in the body, they had made their victims. They had passed beyond the edge of human comprehension in the infliction of evil and the endurance of suffering. Now in 1963 not only is the Federal Republic back in the society of nations; Germans are back in the companionship of humanity. This is, I am conscious, a development which has taken time.

In the early '50's, when German industrial resurgence was rapidly gathering momentum, I spent a month in Venice; in the hotel dining-room the next table to mine, for much of my stay, was occupied by a German family—tycoon father, surrounded by handsome sons, expensively dressed daughters-in-law, attractive and well-mannered grandchildren. They had the soft, easy confidence of the very rich; their charm, their good looks and their well-bred elegance were solidly bolstered by investments which were certainly not depreciating. But again and again I found myself speculating dourly on what they had done and why in the '30's and in the '40's; and every time my speculations reached Belsen or Ravensbrück, it seemed that a cold, nauseous mist came in off the sea and enveloped that pretty domestic group.

Such speculations do not occur so insistently nowadays, and some of that dreadful mist about the Germans has been dissipated. Since they no longer forget so absolutely, we have less need to remember. This is a process which cannot be ascribed merely to the passage of time. The Germans have done something about it themselves; and for this initiative Dr Adenauer deserves to take a large part of the credit—despite the fact that the West German civil service (including his own office) has given shelter, indeed responsibility of no small order, to functionaries who served the Nazi regime with a peculiarly repulsive efficiency. The fundamental—and salutary—fact about West Germany today is that it is admitted that the Third Reich happened.

Morally dead in 1949, West Germany was also physically shattered. Her industries had to be built up afresh from the charred shells of her factories. If she were to survive as an independent, even if truncated, state an enormously energetic programme of reconstruction had to be executed at speed. The only immediate source of capital was Marshall Aid. In sharp contrast with the shoddy, ill-conceived expenditure of American loans in the days of the Weimar Republic, Adenauer's Government—and for this the new Chancellor, Dr Erhard, takes the credit—used such resources as it was given skilfully and creatively. By the end of the '50's the material circumstances of the majority of Germans had risen to unprecedented levels. Some of the glamour has lately worn off the economic miracle, but from outside it still looks pretty impressive. And the extent and durability of this material rehabilitation has given the Germans assurance—a cockiness indeed, and a readiness to tell others (including the British) just how to run a complex modern economy—which to those who knew the glum submissiveness of the immediate post-war years still comes as a trifle of a shock.

Nobody could claim that Dr Adenauer's chief talents have lain in the economic sphere; and inevitably he has deputed the guidance—it would be very inaccurate to describe it as control—of this side of German life to Dr Erhard. The complement has been that Dr Erhard is thought of now as an economist first and foremost, his political quality is almost completely unknown, and any attempts which he may have made to move over into politics, on the European (let alone the world) plane, have been harshly discouraged by the Chancellor—who incidentally, in the course of his farewell speech to the *Bundestag*, made no reference of any kind to his successor.

It is of course on his political work that Dr Adenauer's fame must ultimately rest. Sir Winston Churchill has roundly described him as "the greatest German since Bismarck." How many of those who might have rivalled him or outsoared him died in the holocausts to which, twice in 30 years, the manhood of Germany marched with such doomed courage, we shall never know. *Der Alte* survived; and he has by political means, skilfully refashioned, out of defeat and moral blankness, a nation which appears to mingle many 19th-century German homely qualities with 20th-century gloss and slickness.

It is not, to my way of thinking, a very likeable mixture; but then I have never found the Germans a likeable people. I think that they are entering one of their less unpleasant phases, and this in great measure is because of Konrad Adenauer—because he is a Christian, a deeply convinced and consistent Christian squarely in the great Catholic tradition of Southern Germany; because he has some comprehension of, though no very warm feelings towards, the workings of democracy and, against his own temperament, has accepted the fact that democracy, with all its imperfections, is both better and more efficient than totalitarianism; and finally because he believes in Western European unity and the Western Alliance and has in the main not tried to play one side off against another.

He brought his country into the comity of Western nations and held her there firmly; and he sustained, instead of impeding, as he might have done, the impetus towards Franco-German reconciliation. That he and de Gaulle, two proud, stubborn, intensely talented and intensely patriotic men, achieved a measure of personal understanding is, I still believe, despite all the difficulties of the present situation in Western Europe, one of the most heartening factors in all our lives today. Another has been, and let us hope it will remain after Dr Erhard has taken over completely, the firmness with which the huge German capacity for self-pity has been disciplined, and canalised into the hitherto unfulfilled aspiration for the reuniting of the Federal Republic and the rest of Germany.

The fashionable critical adjective about Dr Adenauer in recent years (and it bobbed up even in the farewell tributes) has been "inflexible." As *The Times* put it, in one of the longest and most percipient of the great clutch of leaders on the departing Chancellor, he showed "the same scepticism towards Mr Khrushchev that he showed towards Stalin"; behind this attitude, *The Times* thought, lay the conviction that communism is unworkable as well as evil, that therefore if left alone it will collapse, and that anything that suits the Russians must harm the West. Those convictions, outdated though they may seem, linked Adenauer's Germany to Truman's and Eisenhower's America. By clinging to them, and to power, in a new and swiftly changing epoch, the indomitable old man may have, for the time being, a little tarnished his reputation. But who, looking back at Western Germany in the immediate post-war years, and recalling the kind of role in Europe to which her people seemed to be destined, will deny to Konrad Adenauer his especial brand of greatness? Not I; and that I don't like it is neither here nor there.

A LONDON NEWSLETTER

13-15 John Adam Street, London, WC2

138 **Amurath to Amurath succeeds**

It is difficult so late in the day to find anything new to say about Mr Macmillan's announced retirement. In his seven years' premiership he has more than once been dogged by misfortunes beyond his control. I will venture the comment that the misfortune of his illness (and *only* because, as I write, his operation is reported successful) turned into a blessing in disguise for him. It resolved his doubts, it saved vital time for the party he has loyally led and fought for and, above all, it coincided with a testimonial from the US President which unequivocally recorded Mr Macmillan's vital part in securing what have been the principal objectives of his premiership: improving East-West relations and bringing about large-scale suspension of nuclear tests. Under these circumstances, it is fair to say, good came out of bad and a heaven-sent opportunity was granted him to retire bearing his sheaves, which are noteworthy, with him. Of course, the announcement stole the show at the conference at Blackpool. It was not indeed a " Hamlet without the Prince of Denmark." It was a Hamlet, offstage and in the lobbies, with all too many Princes of Denmark, all showing their mettle. The intense excitement of canvassing for a new leader dissipated some of the unanimity and inspiration which might otherwise have been engendered by some fighting and confident speeches by the principals. About them there was no hollow ring. They all got down to brass tacks, pinpointed reforms with confidence that they could and would be brought about.

The second bomb at Blackpool

But a second bombshell on that same exciting day of the session was hardly less distracting. As Mr Macmillan drew nearer to the House of Lords, which he has so long and vigorously recruited, Lord Hailsham decided to quit it and to run for the Premiership. His great speech " off stage " was a personal triumph, his decision not without personal risk, for it will be a near-run thing if he is to qualify with the necessary conditions. His decision may have been a mild jolt to Mr Butler, coming as it did on the morrow of a successful TV build-up; but he enjoyed Cabinet favour and, temporarily, the reins of power. Yet certainly Quintin Hogg had a big following in the constituencies and was seen at his best that day. And so it came about that men, not measures, supplied the chief interest of that exciting session at Blackpool. Being old-fashioned, I feel uncomfortable about television's " cult of personality " with public men; but I admit that its Tory close-ups compared very favourably indeed with the Scarborough portfolio and I felt that any one of the possible tenants of No. 10 would be more welcome to me than Mr Wilson, and the " also-rans " among them in the chief offices of state more acceptable than Mr Wilson's nominees. Always provided that under a new Tory administration, democratic government and social justice will not only be done but will be more clearly seen to be done. Meanwhile lie ahead the choice of a leader and a General Election. And both of them are anybody's guess.

Sir Gerald's choice

Sir Gerald Nabarro limited the Conservatives to a choice of three candidates to succeed, as their leader, a "sick septuagenarian" who had magnificently deserved a peaceful retirement. They could choose one who was dignified, dull and donnish, or one matey, manly and money-wise or one ebullient, erudite and erratic. To applause, he plumped for the last. The danger of writing brief labels restricted by alliteration is obvious. Alliteration restricts the widest choice of adjectives; and brevity, if reckoned as wit, may fall short of essential truth. A composite figure combining dignity, experience and manliness would be nearer my ideal for a leader; and an epigramatist not bound by the strict rules of alliteration might find that figure among the seeded and unseeded candidates. These three qualities indeed well sum up Mr Macmillan as a public figure. It is always risky to buy on a label; it is wiser to unwrap the package. The Tories at Blackpool rather forgot dignity. The " cult of personality " was the keynote throughout. The major speeches were judged not by their weight and sense but by the dramatic presentation of the speakers. The candidates for leadership were all too aware that they were being tested at *auditions*. We are used to the buying and selling of football stars like prize cattle, but rather jib at bookmakers' methods and racing tipsters' naps in the solemn duty of choosing a Conservative leader. By and large, the Tory cause was not advanced at Blackpool.

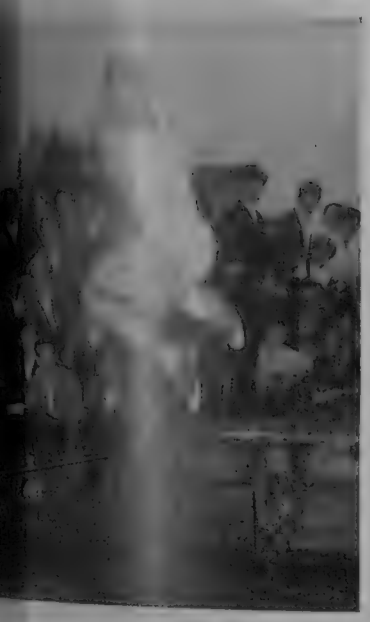
Who goes home?

The Liberals will no doubt play some part in deciding the colour of the next administration. Some say that all parties wear the same coat, " with differences." The " floating voter," when the battle is actually joined, will probably pay more attention to these " differences," and, if he does, may play a more important part than the Liberals in the result. At the moment the floater is a dark horse who may dish the facts and forecasts of the public opinion polls. A majority of the electorate is immovably committed to Labour or to Conservative and no doubt today the polls rightly concede a slight bulge to Labour. But when the " floater " begins to examine with care the " differences " and to penetrate the smoke-screens, the promises and the camouflage, he will begin to put some logic into his exercise of his right to vote. He will have made up his mind what is his *personal* ideal of social justice and individual freedom of choice and action. To assist his choice, both major parties will be wise to come down to brass tacks, if they hope to win his vote. My guess is that the uncommitted voter will require assurances from Labour that individual hard work and thrift will not be sacrificed to securing a too cosy standard of living for the lazy and the half-hearted and that his right of personal choice in all that affects his employment, his provision for his family, in education, shopping and everything else, will not be taken from him and, with them, the pride and satisfaction which thrift and provision give him. And from the Tories, he will need to be satisfied

that favouring " private initiative " does not imply that the millionaire emperors, monopolists and spivs will suffer no check on their personal snatchings and dodgings. I like to think that a fair proportion of the electorate still inherit some of the qualities of their ancestors which enabled them to beat Boney—a fierce individualism and a sense of social justice which was perhaps " rough." If so be, they may yet react against spoonfeeding and levelling down to a comfortable mediocrity. If they get Delphic answers from Labour, the result of the next General Election may still be a near-run thing.

Thirty-nine Articles

I am bound to admit that the 39 Articles are, and have long been, too many for me to swallow. Yet many of them are not lacking in Delphic elasticity which no doubt accounts for



Above: A difficult curve in the Underground to be straightened out. Work has begun on the re-alignment of the Circle and Metropolitan lines between Moorgate and Aldersgate stations. The work, by Higgs and Hill, is pictured here from the nearby roof of Moor House, 17 storeys high

Above left: At the Board of Trade, Hillgate House in London, the Lord Mayor of London, Sir Ralph Perring, opens an Export Information Centre at the Export Services Branch. With him on his way into the Centre is Lord Derwent, Minister of State, Board of Trade

Far left: Mud at the last lap. On the final lap of the annual steeplechase at Eton College, a competitor comes to grief in the water jump known as Jordan

Centre left: The winner of the Senior race leaps Jordan in fine style. Like everybody else in the race he was due for a muddy landing

Left: At *The Sunday Times* 1963 International Fashion Awards presentation, Mr Roy Thomson (left) is seen with Mr and Mrs Reginald Maudling. The presentation was made last week at the Hilton Hotel in London

the ability of clerics of the Church of England since the late 16th century to swallow them without acute discomfort. Just now they are in the news. There is a revolt against them and, as with so much else in our religion, the cry goes out for a restatement of faith to bring it into harmony with modern thought and scientific advances, which must involve shattering the image of a bearded Creator seated on a golden cloud-throne, which for centuries was inculcated in Sunday schools, in religious art and by good books for the young. Since the discovery that the earth is round, that image has been open to question. The plea for a restatement of faith is no new thing. Darwin gave it a fillip. It raised controversy again in 1889 with the publication of *Lux Mundi* and has often done so since. Now the plea is unusually clamant as the lamp of religious faith burns dim. It is certainly not one of those " reforms " that can be achieved in a hurry or hastened by the intervention of ignorant laymen or impatient clerics. It is not a reform which can be dictated by one interest concerned. Rather it is an evolution in which a century of time is reckoned as a day. One hundred years ago, the British House of Lords—the hereditary system—was loudly condemned as a monstrous anachronism. Today it remains little altered from its fundamental absurdity. In matters trivial as well as sublime, the march of progress is inevitably slow.

The mixture as before

The new TWTWTW series began all too like the last. The chief honours I awarded to a new recruit—a man of colour. He was intelligible and restrained. Some I suppose watch this long-drawn-out farrago in the hope of spotting something " nasty " to justify a letter of protest; some more optimistic, of securing a genuine hearty laugh, such as were once supplied by the old music hall stars. For the older generation, it is essential to have at hand an interpreter to explain the allusions to current personalities and their contentious works, most of whom have emerged like faint meteors undetected by old eyes. It is all too clever by half, too slick, too fast moving. The appeal is restricted to the type of mind which puts the so-called satire across; and although sometimes the inability to hear what is being said (let alone to understand) may be charged to a faulty set or a deaf ear, the fact remains that voice production is an important factor in show-business of any kind. Genuine satire is good for a nation's health; but to do good it needs to set up a national target of Aunt Sallys; sectional and clique hates and foibles are no substitute at all. **The Old Stager**

POVERTY AND PERSECUTION

140 Kenneth More returns to the theatre after ten years' absence in *Out of the Crocodile*, a comedy by Giles Cooper, author of *Everything in the Garden* and one of those concerned with the BBC's *Maigret* series. The play opens at the Phoenix Theatre on October 29. It begins by showing how to live in comfort without any visible means of support but, of course, the illusion is too good to last. Kenneth More in this welcome return stars with Celia Johnson, Cyril Raymond and Amanda Reiss.

In last week's report of "Bye Bye Birdie" it should have been stated that it is the Duke of Edinburgh who is attending the London Premiere.

Above: In *Out of the Crocodile* (left to right) Kenneth More, Cyril Raymond, and Celia Johnson

Top and above right: Kenneth More and Amanda Reiss

Right: Kenneth More with Katherine Barker

Far right: Celia Johnson is seen with Kenneth More

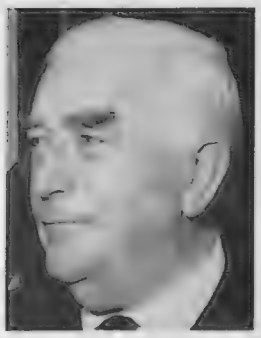
Photographs by Reg Wilson

Another return in London was that of *The Carmelites* to Covent Garden, after several years of absence from the repertory. Its premiere was in January 1958. The opera, by Francis Poulenc, recalls in three tense acts the martyrdom during the French Revolution in Paris of the Carmelite nuns. The part of the old and dying Prioress is sung by Monica Sinclair; that of Sister Blanche, to whom she bids farewell from her death-bed (above), by Heather Harper. If Poulenc's music does not entirely match the nobility of his theme, this production by Margherita Wallman has won acclaim for its visual quality—notably in the effective use made by Wakhevitch's sets of a raised platform (left, and above left).

Photographs by Donald Southern

The items in " The Voice of the Commonwealth " are contributed and do not necessarily reflect the views of the Editor of " The Sphere "

THE VOICE OF THE COMMONWEALTH



Above: Mr Keith Holyoake Mr A. H. Nordmeyer
Top: Sir Robert Menzies Mr A. A. Calwell

AUSTRALIA

Election in November

A general election for the House of Representatives will be held on November 30. The House should be dissolved by about the end of October. On a normal term, Parliament would have another year to run, but Sir Robert Menzies has asked for a dissolution because since the last polls in 1961 his Liberal-Country Party government has had a working majority of only one over the Opposition led by Mr Calwell and, as the Australian Prime Minister said last week, he feels the time has come to end this Parliamentary uncertainty.

Elections for the 122 members of the House of Representatives are based on the preferential voting system. Under this when there are more than two candidates in a constituency, the voter can indicate a second choice. Second preferences are counted when the leading candidate has not obtained more than half the total of first preferences cast.

The second chamber, the Senate, is elected on a system of proportional representation. Each of the six states constitutes a single electorate. Senators sit for six years, so half their number will be up for election when the Senate polling takes place next year.

Voting in Australia is compulsory.

NEW ZEALAND

Poll on the same day

When the news of the Australian election was announced last week, New Zealanders accused Australia of following their lead. The date for the New Zealand general election, at the end of a normal three-year term of Parliament, has for some time been fixed for November 30. The single chamber legislature—the House of Representatives—has 80 members elected on a system of direct vote, as in Britain. At the last election, 46 National Party members were returned and Mr Holyoake became Prime Minister. Labour had 34 seats, and will be led in the coming election by Mr Nordmeyer. Four members are Maoris elected by the Maori electors. Members of the House receive £1,550 per annum and an annual sum for expenses varying from £370 to £675, depending on the size of the electorate in a member's constituency. Women in New Zealand have had the right to vote since 1893 and have been entitled to sit in the House since 1919.

In a New Zealand election, elaborate arrangements are made for New Zealanders all over the world, wherever they are, to record their votes. In London, New Zealand House expects to handle about 3,500 votes, including those from people who will be at sea in New Zealand-bound ships. In New Zealand House, from November 11 to 29, electors will be able to vote in a special booth.

Above: At Rolls Royce factories at Derby in Britain are: Air-Commodore Chatterjee, Air Advisor to the High Commissioner for India (right), Mr Reddy, General Manager of Hindustan Aircraft and Mr Taylor, Assistant Manager at the Rolls Royce Testing Establishment. Most Indian jet and propjet airliners and military aircraft are powered by Rolls Royce engines. **Left:** Seen on a test flight at Kanpur is an Avro 748, powered by Rolls Royce Dart engines, produced under licence in India

Above: On a magnificent site at Bennelong Point, Sydney's Opera House is taking shape. Designed by John Utzon for the New South Wales Government, it is being built by Civil and Civic Contractors Pty. Ltd. Consulting Engineers for the work are Ove Arup and Partners

Top left: A view from the air of Sydney shows the density of buildings. In front is Circular Quay

Top: Very nearly completed over the River Derwent at Hobart, Tasmania, is a 4,650-ft.-long concrete bridge. It is under construction by a partnership of Reed and Mallik Ltd., and Braithwaite and Co. Engineers Ltd., and is designed by G. Maunsell and Partners (Consulting Engineers), with William Holford and Partners (Architects). It will provide four traffic lanes, two footpaths and a main navigational opening in the centre. (*See also "Britain Builds Abroad" on pages 160-168.*)

NO. 10 IN BLOOMSBURY

Photographed exclusively for The Sphere by **A. F. Kersting.** *Article by* **Reginald Colby**

144 Bloomsbury is not only a part of London. It has given its name to a literary movement which has passed into English social history as the Bloomsbury Group. The writers, artists and " highbrows " who formed the Bloomsbury Group lived, worked or had their spiritual being in the long streets of Georgian houses and once-elegant squares near the British Museum before and after the first war.

The Bloomsbury Group is extinct now, but the house of its high priestess, Lady Ottoline Morrell, who died in 1938, is just as it was when she lived there. It is now the home of her son-in-law and daughter, Mr and Mrs Vinogradoff.

Lady Ottoline, the half-sister of the sixth Duke of Portland, Master of the Horse to Queen Victoria, was brought up at Welbeck Abbey in Nottinghamshire, and should according to convention have settled in Mayfair when she married in 1902. But she and her husband Mr Philip Morrell, who became Liberal MP for South Oxfordshire four years later, chose unfashionable Bloomsbury. A rebel from her own class, Lady Ottoline Morrell did not want to live in a conventional part of London. Her family and friends were amazed.

Before 1914 the Morrells lived on the southern side of Bedford Square, at No. 44, where they started to gather round them young people who were to become famous in the arts. Then after a spell at Garsington Manor outside Oxford—celebrated as Crome by Aldous Huxley in his 1921 fashionable country house novel *Crome Yellow*—Lady Ottoline Morrell and her husband moved back to Bloomsbury, to 10 Gower Street, where she lived for the rest of her life.

It cannot be a coincidence that 10 Gower Street has a chrome yellow front door which distinguishes it from all the other dark brick Georgian houses in the street. Aldous Huxley's name figures very frequently in Lady Ottoline's visitors' book. Everyone had to sign who came to her Thursday afternoon teas, and down each page of the book, in column after column, are the names of her friends living and dead.

The signatures of Virginia Woolf, Lytton Strachey, Duncan Grant, James Stephens, Augustus John, Clive and Vanessa Bell, Bertrand Russell, T. S. Eliot, Lord David Cecil, Sir Maurice Bowra recur frequently. Charlie Chaplin has two entries, while every now and again there is the large ducal " PORTLAND " of Lady Ottoline's half-brother, who, one feels, gazed with rather astonished eyes at his sister's " artist friends," but actually he got on very well with them.

Lady Ottoline Morrell kept a journal in which she recorded the friendships with the artists and writers of the Bloomsbury coterie, and it was based on these notes that she wrote her memoirs, at 10 Gower Street, the first volume of which is published this week with the laconic title *Ottoline* 25 years after her death.

Lady Ottoline was not the type of social hostess who gave large elaborate luncheon parties. The downstairs dining room at 10 Gower Street, still furnished as she knew it, seats eight at the most. The bearded owlish face of one of her favourite guests greets us as we come in: Lytton Strachey, painted by the late Henry Lamb.

Strachey used to read his *Queen Victoria* and *Eminent Victorians* to Lady Ottoline at Garsington, chapter by chapter as he wrote it. She not only encouraged him with his work, but persuaded him to keep his russet beard which he grew during an attack of mumps. She thought it suited him so well.

Over the fireplace hangs the startling portrait—painted by John in 1926—of Lady Ottoline Morrell herself, wearing a huge feathered black hat, looking like a fashionably dressed Lady Macbeth, hissing to Lytton Strachey to bring her the daggers. A more stately portrait of her by John—unfinished—hangs on the stairs, painted in 1911.

It was in the green upstairs panelled library overlooking the Malet Street Gardens (now with the bulk of London University rising up beyond the trees) that the famous Thursday afternoon tea-parties took place—on fine days Lady Ottoline entertained her guests in the courtyard and garden below. Her husband designed the beautifully proportioned Adam style bookcases, but the idea of the extra-broad sofa was his wife's, as Lady Ottoline wanted to be able to lie down full length and write at the same time.

Lady Ottoline besides being the centre of a group of writers and artists also figures as a character in two well-known novels. Her daughter, Mrs Vinogradoff (called Julian by her mother after a favourite nun) possesses a copy of *Crome Yellow* by Aldous Huxley in which her father has jotted down a key to the characters on the flyleaf. This reads as follows:

Mrs Wimbush	Partly O.
Henry Wimbush	P.M.
Anne	Maria (Huxley's first wife).
Gombauld	Gertler (Max Gertler, the refugee Jewish artist befriended by Lady Ottoline who committed suicide in 1939).
Scogan	Bertrand Russell.

Huxley humorously disclaimed this attribution of his characters, and in another presentation copy of *Crome Yellow* which Mrs Vinogradoff possesses has written: " With apologies for borrowing some trees and architecture."

The other writer who " borrowed " Lady Ottoline was D. H. Lawrence, a friend of the Garsington days, who drew a caricature of his kind hostess as Hermione Roddice, in *Women in Love*, the daughter of " a Derbyshire baronet of the old school." But Lawrence's Hermione-Ottoline was anything but old fashioned. She was of " the new school, full of intellectuality and heavy, nerve worn with consciousness."

D. H. Lawrence never came to Gower Street, but his wife Frieda kept up the connection, and we find her name in the visitors' book too, drawn to the house by the magnetic Lady Ottoline.

Overleaf Reginald Colby reviews "Ottoline"

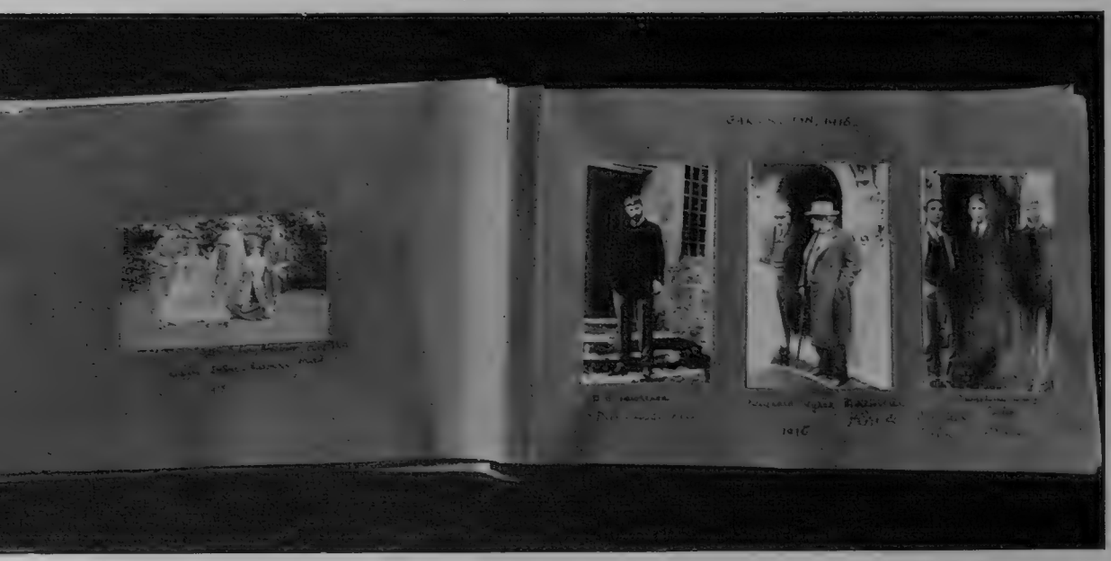
left: The unfinished portrait of Lady
ine by John in No. 10 Gower Street
centre: The dining-room, John's Lady
ine and Henry Lamb's Lytton Strachey
right: The library with a Duncan
t flowerpiece over the fireplace

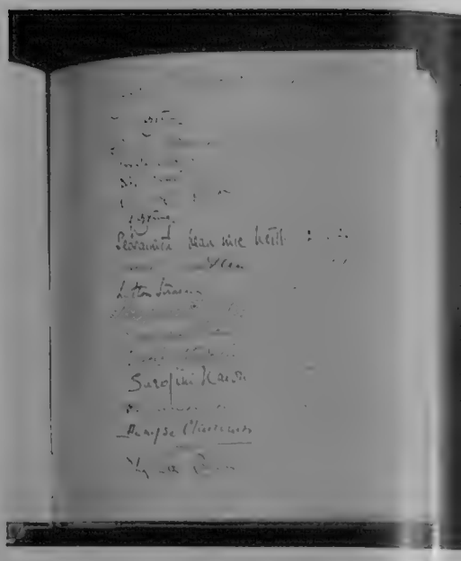
Above: The garden. In background are the buildings of London University

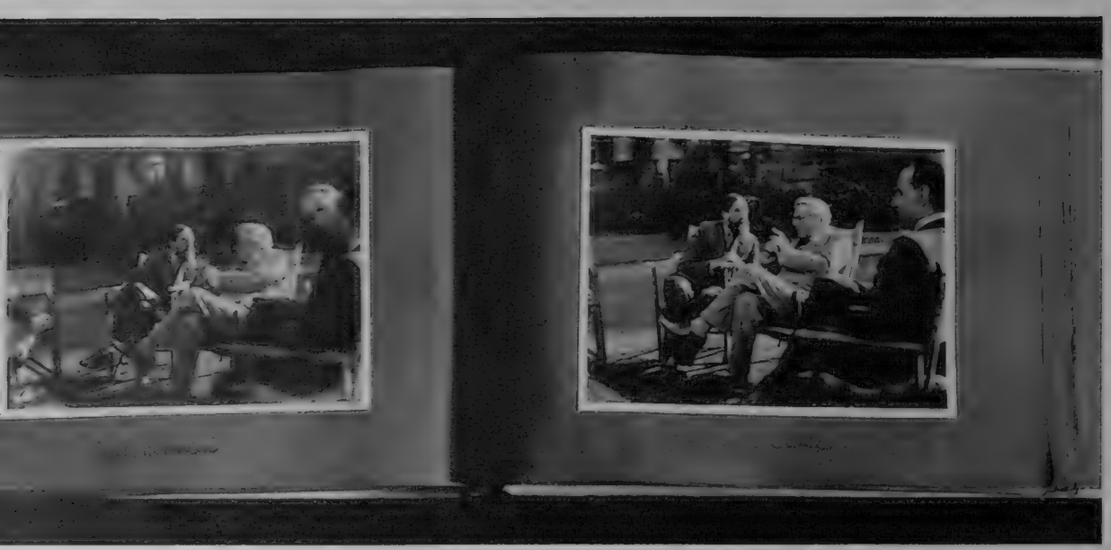
Left: From the landing one looks towards a corner of the library

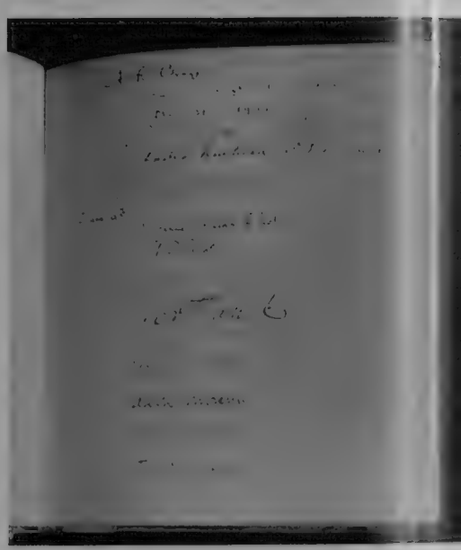
Right: The hall. The dining-room is on the left

NO. 10 IN BLOOMSBURY *continued from page 145*









Top: From the unique photograph album preserved at No. 10 Gower Street. On the left-hand page a family group at Garsington in 1915 and on the right D. H. Lawrence; Maynard Keynes and Augustine Birrell; Michael Arlen, Philip Heseltine (the composer "Peter Warlock") and Lawrence again

Top right: Signatures in the visitors' book at No. 10 for dates in October and November, 1931, include L. A. G. Strong, Charles Chaplin, Lytton Strachey, Augustus John and Duncan Grant

Above: Snapshots from the album record Lytton Strachey and W. B. Yeats in animated conversation in the Gower Street garden

Above right: Another page of visitors' signatures, for May 31 and June 9, 1932. Among the names are: Frieda Lawrence, T. S. Eliot and a very ducal Portland

Ottoline—The early Memoirs of Lady Ottoline Morrell. Edited by Robert Gathorne-Hardy: Faber and Faber. 45s.

When Lady Ottoline Morrell died 25 years ago it was generally assumed—and regretted—that she had not left any record of her life since she had lived at the centre of a brilliant coterie of artists and writers for so long. Luckily she kept a journal and towards the end of her life she set about writing her memoirs. But she did not complete her task. However, she left enough material for her life story to be presented in the form of an autobiography, and *Ottoline*, the first of two volumes, takes her life to the first world war.

She starts her story with the death of her father, Lieutenant-General Arthur Bentinck, a cousin of the eccentric 5th Duke of Portland, who was succeeded by her half-brother, whereupon the whole family removed to Welbeck. Lady Ottoline's romantic nature responded to the legendary duke who had spent all his time —and a fortune—in digging a network of tunnels under his estate. On the other hand she quailed at the life she was expected to lead in the hunting and shooting set of the Dukeries. "Some are golfers, others shooters, the ladies would walk or fish, they talked and flattered, and in the evening the performance ended with the grand chorus of the letter game."

Though she tried hard, she could not play the part expected of her, and the thought terrified the serious young girl that she would be expected to marry one of the young men who came to Welbeck.

Release came in her friendship with Mother Julian, a frail nun, passionately interested in life, and later when she met the young radical politician and pacifist, Philip Morrell, whom she married in 1902.

In this first volume we watch Lady Ottoline emerging from the tunnels of Welbeck to become the beautiful butterfly of Bloomsbury queening it over the set of young writers and artists who were so infinitely more congenial to her than the society in which she had been brought up. We must wait until the next volume before reading of the Boccaccio days at Garsington, near Oxford, but we are given a tantalising glimpse of the Lady Ottoline of this time in the kindly written introduction by Mr Robert Gathorne-Hardy. It will do much to readjust the distorted picture that many people have of Lady Ottoline, who have taken the descriptions of her in contemporary novels and some books of memoirs too literally. **R.C**

BRIAN VESEY-FITZGERALD

THE FUTURE OF THE PARTRIDGE

It has been another disappointing partridge season; perhaps the worst one since the war. Of course it is true that, in the ordinary course of nature, wild bird populations fluctuate considerably from year to year. It used to be said of game birds that peak populations were attained every seven years. That may still hold good for some; it no longer holds good for the partridge. It is now a long time since there was a really good partridge year.

In 1887 on the Grange estate in Hampshire no fewer than 9,117 partridges were shot. Ten years later, on the same estate, 3,533 partridges were shot in three days. In 1905 on the Holkham estate in Norfolk 4,749 partridges were shot in four days. Now I am not one of those who set much store by records. But figures like these are valuable in their way. You cannot shoot over 1,000 partridges in a day if the birds are not there. For over 9,000 birds to be killed in the one season there must have been positively enormous numbers of partridges in Hampshire in 1887. They certainly are not there today. What has happened?

Nowadays it is fashionable to blame chemical sprays for any decrease of this nature. But chemical sprays (though they have undoubtedly played some, and perhaps an increasing, part in recent years) cannot bear the whole blame for the alarming decrease in the partridge population, for the decline began many years ago. Indeed, judging by the records, it would seem to have started in Hampshire about the turn of the century and in Norfolk about seven years later. Bags of 1,000 partridges in the day were, of course, never common, but there are quite a number of records for both Hampshire and Norfolk in the closing years of the last century and 1905 was a bumper year in Norfolk, for, in addition to the Holkham record already mentioned, bags of over 1,000 in the day were also obtained at Pickenham and at Sandringham. There was not another until 1924; and, if memory serves me true, there has not been another in the county since. The story is much the same in Hampshire. Three 1,000 bags in three days in 1897; not another until 1908, not another until 1929. Since then, so far as I am aware, there has been nothing approaching such figures. I think it would be true to say that, including the few comparatively good years, there has over the last 40 years been a steady decrease in the partridge population in Britain as a whole. Why?

The lack of keepers is, after chemical sprays, the reason most frequently advanced. It is true that in the great days at the turn of the century the big manors were well staffed and that partridge stocks were 'managed' by head keepers of genius; like Marlow on the Grange in Hampshire. After Marlow came the Euston system; a system which involves an enormous amount of work, a full-time job for some weeks on end. No single-handed keeper can undertake the Euston system. But at least until 1931, and in many cases up to the outbreak of the second war, the great partridge manors were well-keepered, none of the big shoots were understaffed, and almost all, if not all, were practising the well-proved Euston system. On the face of it there should not have been any steady decrease in partridge numbers. There was. Why there was must remain a mystery. But there is, surely, no mystery about the reason for the continued decline in numbers. It can be summed up in two words: changed conditions.

It used to be said that 'good farming and partridges go together.' And I do not think that there can be any doubt that the well-being of the partridge, to a much greater extent than that of any other game bird, is bound up with agricultural conditions. In the great days both Hampshire and Norfolk carried a great head of sheep. Flocks of ewes were folded on roots and the land was corn-cropped the following spring; food for partridges was abundant. Today, England is much more intensively farmed and there is an immense acreage of arable. The partridge should have benefited. It has not done so, and the chief reason is the change in farming practice. Once there was food on the stubble, but the modern machine leaves little or nothing behind.

Again, modern farming practice does not encourage hedges. Many hedges have been cut down, many of the inner hedges have been grubbed up, their places taken by strands of wire or nothing at all. Where this has happened it has meant that the partridges have been deprived of nesting sites and of shelter. They have been driven into the open and into a world filled with sharp-eyed enemies. The truth of this has been borne out with startling emphasis this year. One of the very few places in England to carry a reasonable stock of partridges was the military training area on Salisbury Plain. This area carried a fairly large acreage of rough uncultivated ground and, therefore, a considerable number of suitable nesting-sites, protected from prying eyes.

The change in farming practice is, I am convinced, the chief cause for the continued decline of the partridge. But the lack of keepers is also very important. The vast majority of shoots are now grievously understaffed, on many the keeper is single-handed. Not only is the proper working of any system of partridge management impossible under such conditions, but the single-handed keeper, even the man with one assistant, cannot possibly keep the enemies of the partridge under control. Indeed, the enemies increase: not the genuine birds of prey, but foxes and the corvine tribe, the crows, the magpies, the jays, the rooks, all of which prey on the eggs and the chicks. Today, I would place the rook very high on the list of enemies of the partridge.

The future of the partridge? Very grim, I am afraid. Any further changes in farming practice will certainly not be to the bird's advantage. It is very improbable that there will be any effective increase in the numbers of gamekeepers. But, most important of all, is the toll of eggs and young birds. The old, grown wily, survive. But it is the young that matter, for it is the first breeding season of the partridge that is the most important. The older the bird, the less fertile. I fear that it may not be many years before we regard the little brown bird as something of a rarity.

Photograph by Eric Hosking

"The old, grown wily, survive," but will these chicks of the common partridge be as fortunate as their parent ?

THE WARM ISLANDS

At Bimini, one of the Bahamas, the water is so clear that from the air the boats look stranded

Distance and accessibility in this jet age are not measured by most of us when thinking of holidays, in miles or even in hours, but by the amount of the fare. And, however well breeched we are, the cost of the journey must always be related by our money-spending conscience to the length of our stay. These two considerations have hitherto prevented far too many of us with two or three weeks to spare from including the West Indies or Bermuda in our holiday horizons. To spend more than £10 a day on an air fare when on holiday requires either a business excuse or a once-in-a-lifetime-expense-no-object extravagance. The old economy return air fare to Barbados, for example, of £266 could only be justified if we were to stay there for at least a month. To spend so much on a journey for a fortnight's pleasure was more than commonsense would allow. That is why the West Indies up to now have been largely the holiday preserve of Americans with so much less to pay for their tickets, and those few British people who had the time to make the expense worth while.

With the new low fares, however, just introduced, the situation is now completely changed, the Caribbean and the Atlantic island of Bermuda have been brought so much nearer to Britain. For the first time a winter holiday in this lovely island has been brought within the means of all those who can afford to pay for a 1st-class fare on a summer cruise. The difference in price is considerable, in some instances as much as £80. The old economy return fare to Bermuda of £178 11s would give anyone pause. But the new fare of £129 19s comes within practical possibilities.

The reason why Bermuda is always lumped with the West Indies when holiday plans are being discussed is due not so much to geographical confusion, but to the tendency all of us have to drop any unattached places into convenient regional pockets. A glance at the map puts Bermuda back in the right perspective, way out in the Atlantic, a long way from the Caribbean and much nearer to New York. The climate cannot therefore be compared with that of the West Indies, especially in winter, when it is the off-season. Although it is always warm compared with Britain, a certain amount of rain can be expected and at times the island can be very windy. Nevertheless, the climate is mild in winter. The temperature in December ranges between 60 and 70 deg. Fah., and in January, February and March between 57 and 68 deg., what you would expect in Britain when the summer is better than average.

Opinions vary on where to stay in winter. Some consider that the cottage colonies which are a feature of the island are not really suitable in the off-season and that it is better to stay at one of the large hotels. This suggests an attitude governed by tradition rather than reality, but if you do like company it might be better to stay at a large hotel like the Bermudiana, Castle Harbour or Elbow Beach. Off-season rates are cheaper and British people can get special terms. (*Continued on page 150*)

Above: A beach shelter in West End, Grand Bahamas. **Top:** Montagu Beach Hotel at Nassau, the islands' capital

THE WARM ISLANDS *continued from page 149*

150 Accommodation, as elsewhere in the Caribbean, is based on the American Plan, full pension, the Modified American Plan, room, breakfast and dinner, the Bermuda Plan, room and breakfast, and the European Plan, room only.

The Modified American Plan, or MAP as it is called, is the most popular and at the better hotels this winter, costs from £6 or so per day. Although there are plenty of taxis, motor-assisted cycles are the favourite means of transport. In a matter of minutes you can reach one of the many secluded coves where you can spend all day lazing on the soft pink sand. Golf in Bermuda is first class, especially in winter, and you can make your choice from six excellent courses. To sum up, Bermuda is a holiday island all the year round. Its climate is neither oppressive nor relaxing. Travel agents are offering a 14-day holiday by air from £181 during the off-season; at Castle Harbour Hotel one price quoted is £186.

For those who like it *really* warm, the Bahamas in winter provide an assurance of constant temperatures in the '70's and '80's, with much less rain in winter than in summer. There are 700 of these tropical islands which stretch from the Grand Bahama to Great Inagua, more than 500 miles, but when the tourist thinks of the Bahamas he thinks of New Providence and its capital, Nassau, because, unlike many of the Out Islands, Nassau is geared to his needs. Although emphasis is on luxury hotels, there are many little guest houses where a British visitor can find bed and breakfast accommodation for £3 or £4 a day. Top hotels charge a good deal more, the Montague Beach, for example, charges from £6 1s to £9 12s 3d a day for room with bath, breakfast and dinner. Travel agents quote a 17-day holiday by air from £226. Accommodation, therefore, is not cheap in Nassau, so that if price is a consideration it would be better to seek the pink sandy beaches of the Out Islands. These unspoilt cays are easily reached from Nassau. There's Abaco, and Eleuthera famed for its pineapples; Harbour Island, half an hour away by air from Nassau, offers splendid swimming, fishing and boating in an atmosphere of the past. Bimini, only 50 miles from Florida, offers big-game fishing, which can be arranged by any of its hotels. Grand Bahama, so near Palm Beach, has wonderful sands and fine resort hotels. It is possible to arrange, through one of the larger travel agents, a holiday in Nassau with an extra week at any one of the Out Islands for approximately another £50, staying at, say, the Hotel French Leave at Eleuthera. Most people will be content however with the lazy life of Nassau, bathing in the clear blue waters, basking on the dazzling sands.

A 12-hour flight from London in the depth of winter, and you are in Jamaica, warm again in the comfortable 70 to 80 deg. of another summer. This wonderful island, 150 miles long and 50 miles across at its widest point, offers a range of holiday experiences far beyond the delights of bathing beaches, although these are superb, especially that of Doctor's Cave, Montego Bay, which must be one of the best in the world. There's the unique experience of rafting down the Rio Grande, quite safe but most exciting. This can be reached easily from Kingston or Ocho Rios. As an alternative to big-game fishing for marlin and tuna, skin-diving or water ski-ing, you can go mountain climbing, with accommodation arranged overnight in the mountain lodges, or go alligator hunting on the south coast. Golf is excellent with a wide choice of courses. Race meetings, polo, and night clubs with unusual entertainment including limbo-dancing and fire-eating, are also among the island's attractions. Instead of going by air, you can travel out by Fyffe's Line. You need time for this, about six weeks, if you wish to spend a fortnight there and return by sea. Travel agents quote three weeks' holidays by air from about £300.

More people are discovering the delights of Barbados, the Leeward and Windward Isles. The magic names of Antigua, Grenada, and St. Lucia are now attracting many more British visitors. Travel agents offer a combined holiday on Barbados and St. Lucia with ten days at each for about £300.

The recent hurricane disaster at Tobago has, for the time being, wiped this Robinson Crusoe island off the tourist map, which is a great tragedy. Trinidad, like Jamaica, has a host of new experiences to offer, far beyond the temptation of its fine beaches like Maracas. Here the tropics flower in all magnificence, with a medley of cultures adding verve and brilliance to the everyday scene. Since it is just a little farther away from Britain, holidays there cost just that much more. Three weeks by air, staying at a reasonably good hotel, must be reckoned at £350 or more.

Prices of holidays in the West Indies are not yet as cheap as they should be, but a start has been made by the air companies, an example which must soon be followed by the hotels.

W.D.C.C.

Above: On Bermuda's western tip is the Cambridge Beaches Cottage Colony
Above far left: The island's most scenic golf course belongs to the Mid Ocean Golf Club. In all, there are six courses on the 21 square miles of the island
Left: The swimming pool at the Bermudiana Hotel in Pembroke Parish, not far from the capital Hamilton
Far left: An aerial view of the luxurious Elbow Beach Surf Club, an hotel with its own south shore beach in Paget Parish of Bermuda

OBJECTIVITY AND GRACE

152 **Instead of a Letter** by Diana Athill: Chatto and Windus. 21s, is the autobiography of a woman who, now in middle-age, reflects on her life and on the influences of home, of grandparents and parents, of lovers and of economic circumstances which have made her what she is today. Readers would also add that the same influences have also made her the writer she is: possessed of a cool objectivity which she can bring to a discussion even of intimacies; a graceful style and a piercingly clear eye for idiosyncrasies as much in herself as in others. The sum total of these assets brought to a book is a personal record of immense charm and, more important than that, an autobiography of the greatest candour.

A Drake at the Door by Derek Tangye: Michael Joseph. 21s, is a further volume of reminiscences by a writer of vitality and good sense whose work reflects the often quite dramatic ups and downs of life on a flower farm in the remotest corner of Cornwall. Mr and Mrs Tangye must be accustomed by now to outsiders' comments on the idyllic life among acres of flowers by the sea and with the companionship of such odd and friendly animals as they seem constantly to collect. Such comments naturally pay no regard to the long working hours, the disappointments, the difficult markets, the occasionally vicious weather or the far from luxurious living conditions. But perhaps the commentators are right in a way, for a strong feeling of contentment comes to us from this book as from its predecessors, and that is a happy thing indeed.

Of Flowers and a Village by Wilfrid Blunt: Hamish Hamilton. 25s, described as an entertainment for flower lovers, is an enchanting collection of letters written by one Wilfrid Sharp to his god-daughter, Flora. Although the author disclaims kinship with the writer of the letters, there are more than superficial resemblances and Mr Blunt, whose earlier books on flowers and on travel are small masterpieces, must take all the credit for a charming and, by the way, highly informative book. The line illustrations are by Mr Richard Shirley Smith.

Tempest Over Tahiti by Charlotte Haldane: Constable. 25s, tells the strange story of the Tahitian Queen Pomare, whose court and country were the focal points of bitter rivalry between the French and the English, bringing the two countries very close to war in the eighteen-thirties. Mrs Haldane has written vividly of the odd circumstances in which a Birmingham missionary became Queen Pomare's unofficial prime minister and virtual dictator of the island; of the queen's deposition by the French and Pritchard's imprisonment. She also sketches in the background of the Tahitian people, reduced from their original nobility and health by those fellow-travellers with the colonisers of all races: alcoholism, consumption, venereal disease and prostitution. A sombre conclusion but a far from sombre tale in the telling.

A Man Over Forty by Eric Linklater: Macmillan. 21s, shows this author at the very height of his literary powers. It is the story of a fictional Personality (the capital P is essential) who has been partly self-created by his own powers and partly is a figurehead created by a doting public who know him chiefly through the television screen. This man, as we meet him, is being interviewed by one of those TV inquisitors known to reduce strong men to tears. In the present case his victim, having admitted that what he most feared was being found out, faints and, in search of peace and recuperation, sets out on a long series of voyages. These take him, with his worldly and most likeable secretary, to Jamaica, to New York, to Ireland (the best scenes were, I thought, in this country), and finally to Greece, where he finds a startling solution to what he considers to be his troubles. Brilliantly written and often very funny indeed, this is one of Mr Linklater's major novels.

The New Moon With the Old by Dodie Smith: Heinemann. 21s, only the second novel by this playwright with a list of successes to her credit, is frankly cosy and romantic. It is also written with a kind of compulsive readability which keeps one engrossed from page to page, in spite of a hovering thought that the whole thing is just a trifle improbable. The setting is a country house in Suffolk and the characters a just-grown-up family whose parents' defection throws them on their own resources; a challenge which each of them accepts in his or her own way, one of them even achieving affluence as well as her life-long ambition to be a king's mistress. Unbelievable perhaps, but very readable indeed.

Up Into the Singing Mountain by Richard Llewellyn: Michael Joseph, 21s, is a sequel to the author's novel, *How Green Was My Valley*, written after a period of nearly 25 years and continuing the adventures of Huw Morgan after he had emigrated to Patagonia to start a new life there in a colony as Welsh as the manners they had left behind them. Mr Llewellyn's style is as highly coloured and forceful and his essentially Welsh sense of poetry as vigorous as ever.

Radcliffe by David Storey: Longmans. 21s, confirms the promise of the writer's first two novels and particularly that of *This Sporting*

GLUBB SURVEYS THE ARAB EMPIRE

The Empire of the Arabs by Sir John Glubb. Hodder and Stoughton. 35s.
Peking and Moscow by Klaus Mehnert: Weidenfeld and Nicolson. 50s.
The Morning After by Brian Crozier: Methuen. 36s.
The Age of Austerity edited by Michael Sissons and Philip French: Hodder and Stoughton. 30s.
The Great Collectors by Pierre Cabanne: Cassell. 35s.
The Economics of Taste by Gerald Reitlinger: Volume 2: Barrie and Rockliff. 90s.

We can perhaps be grateful that Sir John Bagot Glubb has by the political turn of the wheel been given the leisure to write about the Arab world which he knows and loves so well. In a previous book, *The Great Arab Conquests*, he dealt with the sudden rise of the Arab people in 25 years to the position of one of the world's powers. In *The Empire of the Arabs* he tells the story of the 200 years during which that Empire flourished in its full dominance, roughly between 680 and 860 A.D. This empire extended from the Atlantic to the confines of China, and within its borders Arab mathematics, philosophy, poetry and the fine arts flourished, vast palaces were built and their rulers gave themselves up to wealth, luxury and worldliness. We cannot escape the conclusion that, for the Arabs, success as Empire builders came too fast, and it was perhaps little wonder that the edifice crumbled as it did. Sir John's unique insight into the Arab mentality lends light and colour to everything that he writes. Here indeed is a tale of splendour retold with deep perception.

Klaus Mehnert, a professor of political science at Aachen, who has spent many years in Russia and China, has made a bold attempt to penetrate behind the cloud of unknowing and to examine the present and likely future political relationship of these two vast nations in the Communist camp. *Peking and Moscow* is a massive volume of over 500 pages, and in his closely reasoned argument Dr Mehnert brings us to the firm conclusion that the two red partners will never establish between themselves a firm, mutually agreed line of any duration. Russia, he thinks, will always be glancing westward, looking outward to the western world as she has tried to do ever since the days of Peter the Great. China for her part will always be internally considering; for her intellectual history is so very much longer than her political history, and so very much more important.

What price freedom? Brian Crozier, a widely travelled journalist, looks behind the magic word, independence, and in *The Morning After* assesses what has happened in many lands whose leaders, determined to break with the West and to secure that coveted seat in the United Nations, have been willing to condemn their people to poverty. Mr Crozier is not all gloom. The fragile plant of independence can be nourished and economic growth and political stability can be fostered. He shows what the French, whatever their shortcomings in Indo-China and Algeria, have achieved in Black Africa where year in year out they continue to pay out large sums to secure the economic stability of former colonies. Independence on such generous terms must surely be regarded as infinitely preferable to independence in destitution!

The period between 1945 and 1951, of Clement Attlee's two Labour administrations, was one of austerity as Britain emerged from the most costly war in her history. Michael Sissons and Philip French have entitled their symposium on the years of Labour rule *The Age of Austerity*, and in selecting this title, however factually correct they may be, their sense of political fairness is at once open to question. The editors rightly say that this was a period with a distinctive flavour, and this they seek to present, although handicapped, alas, by the fact that most of the contributors to this volume were too young at the time to have really tasted that flavour. Much of their material comes from painstaking research, a lot of it, one hazards, research through the files of a hostile press. The editors however

Life, with which he made his name. Mr Storey is a writer of force and imagination, who can understand the prosaic without ever becoming banal, and who writes about a relationship between two men, in the present novel, with a profound understanding and no sentimentality at all. He is well on his way to becoming a major writer as I think you will agree when you have read this impressive story.

Letter to My Love by Elizabeth Cadell: Hodder and Stoughton. 15s, is as far removed in mood and in execution from Radcliffe as could possibly be imagined, for the family and group of friends of which Miss Cadell writes have their being in a Sussex landscape and in a social world so different as to exist in another country. It is nevertheless an agreeable novel.

The Ragman's Daughter by Alan Sillitoe: W. H. Allen. 16s, is a collection of seven short stories by the author of *Saturday Night and Sunday Morning*, a novel which presented Mr Sillitoe to the reading public as a new but fully fledged writer bound for success. The new stories bear out the estimate of his powers that one made then and have a freshness, occasionally even a cheekiness which make them as pleasant as they are lively.

H.M.S. Diamond Rock by Showell Styles: Faber. 18s, tells an extraordinary story which is closely based on historical fact and refurbished with a good deal of vigour. The rock was a tiny island off Martinique, enemy territory in the early 19th century, but held by a hundred British seamen under Captain Maurice to whom Nelson was to write: "I assure you there is no person who entertains a higher sense of your gallantry in the defence of the Rock than myself." A splendid adventure story. **Vernon Fane**

THE NOBLEST OF ARTS

Two of the illustrations in *Architecture*, a new book by John Gloag, published by Cassells at 30s. Above is the interior of St. Paul's-outside-the-Walls, Rome, an early Christian basilica church, destroyed by fire in 1823, and subsequently reconstructed. And top is Compton Wynyates in Warwickshire, built in the native English style of domestic building before the arrival of Italian fashions. John Gloag's wide-ranging survey reaffirms Longfellow's claim that architecture is "the noblest of all the arts."

have not thrown fairness to the winds, and they clearly acknowledge "that the legislation and social evolution of the Attlee administration were an immensely strong formative influence in the years after 1951," and they have the grace to say so. The book portrays little of the excitement of this period, and is a reminder that news headlines are highly suspect as historical sources.

From Catherine of Russia to Peggy Guggenheim there have been folk with a devouring mania for collecting. Pierre Cabanne has chosen the 11 greatest of them, to his mind the most original exponents of connoisseurship for his volume *The Great Collectors*. Perhaps of most extraordinary interest is the career of Paul Durand-Ruel, the audacious impressionist picture dealer, the man who began by being wrong, ended by being right, and made the name and fame of so many of his painter contemporaries.

The first volume of *The Economics of Taste* dealt with the fluctuation of picture prices in the last two centuries. This second volume by Gerald Reitlinger deals with the prices of *objets d'art* since 1750. Prices have been collected from all the leading art centres of the world to supplement the author's commentary and to reveal the astonishing trends that have manifested themselves to the bewilderment of many and the vast profit of the discerning few. **Richard Edmonds**

A SECOND LOOK AT THE SHOW

154 London's outstandingly successful Motor Show closes this weekend but many of us remain very undecided as to which of the new British models we would most like to buy if we had an unrestricted choice.

Among those meriting careful consideration in any window-shopping exercise are a few models to which, for one reason or another, I was unable to do full justice in my Motor Show review last week. BMC's 1,098 c.c. Vanden Plas Princess, based on the Corporation's 1100 design, has obviously been inspired by the growing interest in the 're-vamping' of ordinary production models by firms like Radford and Ogle.

Take the Radford Mini-Cooper de Ville, for instance. This is an ordinary Mini-Cooper "resprayed and retrimmed to Rolls Royce standards," with redesigned, leather-upholstered seats, electrically operated windows, recessed spotlights, sun roof and a price ticket of £1,088. The new "junior" Princess has twin carburetters, a distinctive grille with built-in auxiliary lights, hide upholstery, polished walnut facia, special seats, picnic tables and much else. Costing £895, it will appeal particularly to business executives, though production does not start until spring.

Radford also showed a notable "executive" version of the Vauxhall Cresta, with automatic transmission, a restyled front (incorporating four headlamps), individual front seats adjustable for height, and leather upholstery. Price £1,524.

It was Harold Radford (Coachbuilding) Ltd. who built Stirling Moss's so-called "dream car": a fast, refined edition of the Ford GT Cortina evolved by David Ogle Associates, of which Moss is a director. I was a bit disappointed with this offering, after all the ballyhoo, and felt that it was more an exercise in gimmickry than a serious attempt to carry design a stage further. It was interesting, though, and I would not say no if my Aunt Matilda offered to buy me one. Features include a tape recorder, wiper for the rear window, leather-covered steering wheel, tinted windscreen. For production purposes it is known as the Cortina-Ogle GT costing £1,390.

Always to our great relief (for we want to preserve as many as possible of the old *marque* names) Alvis come up year after year with various improvements after 12 months of complete silence during which one becomes a bit anxious whether or not they are still in production. This year they have increased the power of their 2,993 c.c. 6-cylinder engine from 115 to 130 b.h.p., modified the steering and front suspension and given a face-lift to the Graber-styled body. It now has double headlamps, arranged vertically. This leather-upholstered Alvis Series III costs £2,774 as a saloon and £242 more as a drophead coupé.

Slight styling changes have also been made to the remarkable Jensen C-V8, a full four-seat saloon which owes a top speed of 135 m.p.h. to an enormously powerful V8 Chrysler engine of 5,911 c.c. Price £3,392. Like the new Bristol 408, the Jensen has Armstrong Selectaride control for the rear dampers. By moving a switch on the facia the driver can select either hard or soft ride.

Rootes have given a sharper edge to their Sunbeam Rapier sports saloon by fitting the new Solex compound carburetter, which has two chokes. They come into use automatically: one for idling, the other for higher engine speeds. It adds up to better performance and greater fuel economy. The new 1,592 c.c., 90 m.p.h. Rapier also has an adjustable steering column (like the Alpine), no greasing points, a revised frontal appearance and a more sharply tapering bonnet line. It now costs £877.

Trojan—a name which revives memories of motoring's pioneer days—proudly claims that its new T-type Mk. IV Elva Courier open sports two-seater is the only 100 m.p.h. car in Europe offered at less than £1,000 with independent rear suspension. This is of Trojan's own design and they have descriptively given it the name "Trutrak." The latest Courier models can be had in both coupé and convertible form, with a choice of engine ranging from the 1½-litre Cortina to the Cosworth-tuned Cortina GT unit.

Renault of France sprang a surprise with an "economy" version of their disc-braked, 956 c.c. R8 saloon. It costs £629 compared with £671 for the de luxe model. It still offers as standard equipment a number of features that are extras on most cars. I heard a lot of talk at Earls Court about the automatic transmission with push-button control now available on the R8 in Britain for £69 extra.

I was interested to learn, talking at the Show to Mr Stanley Markland, that Standard-Triumph (whose new, 6-cylinder, independently sprung 2000 saloon was one of the Show's outstanding newcomers) has decided to allocate the first 100 of these cars to selected motorists of the hard driving mentality in various parts of the country in the hope of learning of any design weaknesses or assembly faults before many of the new Triumphs get into the hands of the general public.

Ordinary retail deliveries will not begin until January 8. This exercise in consumer research was probably inspired by Chrysler, who in the US are doing much the same thing (for other reasons) with their latest turbo-car.

Mr C. P. D. Davidson, commercial director of Lucas (Electrical) Ltd., told me at Earls Court that although there is now a British production car—the Aston Martin DB5—using an alternator instead of a dynamo, the dynamo is going to be with us for a long time yet. "An alternator is a more expensive unit" he said, "because of the cost of the basic raw materials."

Finally, three things that took my eye during the show: Weathershields' new Sunway Electra power-operated sun roof with automatic draught deflector (only £10 more than the manually operated type); choice of seven colours for Britax safety belts at no extra cost; the wire wheel conversions (£45 to £55) offered by Mr Dick Grant's Gran Turismo Wheels Ltd., "to improve appearance, handling and stability."

Left: The 1963 Alvis, now with engine power increased from 115 to 130 b.h.p. and modifications to steering, suspension and Graber-styled bodywork. The Series III saloon costs £2773 13s 9d

Above: The Vanden Plas Princess 1100 based on the BMC's award-winning design, has a particularly luxurious interior

Top: A general view of the 1963 Motor Show at Earls Court. A record number of sales was made on the first day

Left: The Morris 1100 four-door de luxe is split to separate the chassis and engine from the bodywork

CHRISTMAS SPENDING SPREE

by The Sphere City Correspondent

156 For several weeks now the retail trade has been stocking up for the startlingly sharp upturn in business that always occurs before Christmas. During November public spending in the shops gathers momentum, but is only really in full spate during the first three weeks of December. In that period and the few days of " sales " that occur after Christmas, retail trade is a third higher than at any other period of the year.

There are good grounds for thinking that this year Christmas sales will be exceptionally good. Unless bitterly cold and snowy weather deters shoppers there are a number of factors that should encourage them to spend more liberally than in the last two years. Unemployment is falling seasonally, and there are indications that the recovery in the engineering industries may prevent it returning to the unpleasantly high level of last winter. A corollary of less unemployment is more overtime work, and this means fatter wage packets and more spending money.

For the past eighteen months retailers have not felt the full impact of the public's purchasing power. Bad weather both in the winter and summer has kept people away from the shops, and economic uncertainty has been an additional deterrent. Now at least the last factor has been removed, and the buoyant savings figures (from building societies, trustee savings banks and unit trusts) suggest that there is plenty of money accumulating. Christmas may well be an occasion for releasing some of it.

Although all sectors of the retail trade should do well from the Christmas season—and investors who want to take a broad interest can buy shares in department store groups such as House of Fraser or Debenhams—the fact remains that certain sectors do rely heavily on Christmas for their year's results, and those who feel this is going to be a prosperous season should perhaps look more closely at the specialists.

One sector that sells heavily ahead of Christmas is the wines and spirits trade. Nowadays, of course, the brewery companies have almost all bought a substantial interest in the distribution of wines and spirits, but there are still numerous independents. Outstanding is Distillers, chiefly known for its whisky, though its recent profit recovery came from its chemical interests. Also well known for its brand-name and aggressive expansionist policy is Harvey's of Bristol. In fact the company's expansion proved a drag on equity earnings per share last year, and though the group is undergoing a period of consolidation, investors might be wiser to hold off the shares until a period of profit growth seems more imminent. More promising perhaps is International Distillers and Vintners marketing 'J & B Rare' whisky with remarkable success in the US.

The jewellery trade always does well at Christmas, and investors have two expanding companies to invest in in this sector. H. Samuel runs a chain of over 150 jewellery shops, and has a steady growth record and progressive dividend policy. Yield on the 'A' non-voting shares is a slender 2·7 per cent. at the current price of around 35s, but the cover is over 2½ times. The Collingwood also operates a go-ahead chain of jewellery shops with a keen eye to property potential. The record is good and the shares at around 16s yield 3·5 per cent.

But, of course, Christmas is primarily the season for the toy makers. This is an industry that has livened up considerably in recent years with the introduction of plastics and mass-production methods. Some of the old-established companies, such as Meccano, have been losing ground to newcomers. Lines Bros. (makers of Triang toys, etc.) has also suffered a setback, though here the causes were largely difficulties overseas, especially in Canada and France. To strengthen its domestic position Lines has acquired Shuresta, a dynamic Birmingham manufacturer of folding prams, but investors should perhaps wait until there are clearer signs of full recovery here.

More attractive in the near future among toy makers are Lesney Products, manufacturers of Matchbox vehicles, and Airfix Industries, which is particularly strong on plastic dolls. Both companies have exceptionally good records and are expanding. Lesney shares at 76s yield less than 2 per cent., but cover last year was some three times; Airfix yield 2·9 per cent. at 44s 3d.

To round off the Christmas half-dozen, investors should presumably include a greetings card manufacturer. Although the industry is energetically attempting to reduce its dependence on Christmas with " occasion " cards throughout the year, liberal spending by the public (and particularly firms) at this time should boost sales and profits. There are several good companies to choose from. John Waddington (which has just acquired Valentine) has the advantage of other interests in printing and packaging. Its 'B' non-voting shares yield 4½ per cent. covered three times

MIDLANDS MATTERS

by The Sphere Midlands Correspondent

It is four months since I reported in June that there were signs that " the dull, dark days of the past year or so are being left behind." All the more encouraging, therefore, to have confirmation from such impeccable authorities as Sir Robert Shone, director-general of Neddy, the National Economic Development Council, and, at a more local level, Major C. R. Dibben, the chairman of the Midland Regional Board for Industry, who spoke earlier this month of " definite signs of a forward movement becoming increasingly apparent." An increased demand for steel, the lack of a seasonal decline in the motor industry, a definite improvement in engineering—all these were rightly welcomed. Not so welcome, however, was the outlook for machine tools—an industry Sir Robert chose to castigate, when talking to Birmingham Chamber of Commerce, for its slow expansion of private investment. Although he pointed out that exports were well above the level of two years ago, he characterised home demand as sluggish.

In fact, Sir Robert was preaching to many of the converted. On the day he spoke, his host, the president of the Chamber, Mr L. Hargreaves Beare, and its energetic secretary, Mr Robert Booth, had returned from spending two days in Sweden, where the rest of a hard-selling Birmingham trade mission spent the remainder of that week. This was the Chamber's first mission of its kind anywhere in the world representing 24 Birmingham companies as different as motor accessory manufacturers, makers of electric kettles, heavy engineers and glass-makers.

Fourth Harris Exhibition of Art

For the fourth year the Bromsgrove brush firm of L. G. Harris and Co. Ltd. has mounted at its factory a first-class exhibition of paintings and works of art, and organised a series of lectures and concerts by people such as Sir Mortimer Wheeler on archaeology, John Braine on the novel, Sylvia Sims on the cinema, Sir William Emrys Williams on art, and the Allegri String Quartet, in addition to local talent. This was an industrial art exhibition that bristled with unusual features. It was the only place in Britain where one is likely to see this year an exhibition of modern Chinese art—the result of the close contacts the firm has had over many years with suppliers of one of the principal raw materials it needs, pigs' bristles. From Peking came 150 paintings, 50 jade figures, incense bowls, flowers and wood carvings—only just in time, and after a good deal of harrying of the Foreign Office to find out where they had mysteriously disappeared to after arriving in this country on September 26. Then there were 56 paintings, worth £250,000, from stately homes in the Midlands and farther afield, including three Van Dycks from Earl Spencer's home at Althorpe, near Nottingham, a Dosso from Castle Howard, near York, and a Gainsborough from nearby Charlecote Manor.

Yet suddenly, against this serene and comfortable background, one came across searing examples of therapeutic art, expressing the agony, fears, and eventual triumph of a professional artist depicting her stay and recovery in a mental hospital after a breakdown. There were the sombre blacks and blues, the slashing symbolic expression of an ill mind under drugs; a crucifix, a nurse, a figure of despair, and heart-rending messages on the painting.

The two men most responsible for this unusual exhibition are Mr George Chance, executive director of the company, and its chairman, Mr L. G. Harris, who gave it his unqualified support. " We began in rather a small way four years ago," Mr Chance said. " We felt we had facilities here at our factory, with a cinema, canteen and so forth, and we wished to put them at the disposal of our 600 workers and the local residents in the interests of culture—the kind of thing the local council could hardly do with its limited resources. We are delighted with the success we have achieved.

Leicester's Phoenix refired

Mr F. H. Kelly, the chairman of the Phoenix Theatre Trust, and all those concerned with the venture, must have felt extremely gratified by the response to Leicester's most important first night in decades. Leicester Theatre Society, which came into being in a vain attempt to save the old Theatre Royal, has much cause to be grateful to Mr Stephen George and others in the City Architect's Department for having designed a repertory theatre which, for around £30,000, is already being compared with the Mermaid, Coventry's Belgrade and the new Nottingham Playhouse. The living theatre, which nearly died in Leicester, has taken on a new lease of life.

GOOD LIVING *by Ganymede*

With the increasing prosperity and improving standards of living in the greater part of the world, the demand for the good things of life is steadily growing. This is fine for the products of industry; the greater the market for refrigerators and washing machines, the better and cheaper they will become to the consumer. This in turn produces greater production and greater prosperity, and so it goes on.

In the sphere of wines and other fine agricultural products, the position is not so happy. There is a limit to the production of the best vineyards, such as the classified growths of the Medoc, the best sites in Burgundy, Champagne, on the Rhine and Moselle. The richest customers can afford the highest prices, and, especially in a year when the vintage is small in quantity, there is not much left for the rest of the consumers. This is what happened in the case of the 1961 vintage in Bordeaux and elsewhere. The British, who might be regarded as the oldest and most faithful lovers of clarets were almost entirely priced out of the market, the best growths having been bought up by other, wealthier clients at nearly double the usual prices.

It looks as if this might happen any time when there is a small, but good vintage in the case of the best growths. It is also happening in the case of the best Cognac brandies in a slightly different form. Apart from regional differences in the grapes of the different parts of the Charente, where the Grande Champagne produces the best quality, age is needed for the greatest and finest brandies. Maturing cognacs for many years is an expensive business apart from the capital tied up, evaporation takes a big toll, and that is why the oldest and finest brandies are the most expensive, and they are, rightly, very expensive indeed. In spite of this, in recent years the stocks of really old brandies have been diminishing rapidly, and partly for this reason one very seldom comes across a bottle carrying a label claiming a stated old age. In fact, recent French legislation forbids this, except where such age can be fully documented, without any doubt. Because most cognacs are blended often of brandies of different ages, this is seldom possible. In any case what all this amounts to is that, inevitably, a time will come when even moderately mature cognacs will be insufficient to satisfy the world demand.

This will improve the chances for brandies other than those from the limited Cognac area. For brandies can be made almost anywhere by distilling the local wine, although none of them has the same fine qualities as the brandies of Cognac, made from those particular wines (which in themselves are barely drinkable!) by the traditional Cognac method of distillation. Because the production in that area—and in the next best area, Armagnac—is limited, there is going to be a great opportunity for brandies of other regions and other countries, especially those which have an abundance of wine.

Italy is such a country, and I have recently visited the largest brandy distilleries there, where the well-known 'Stock 84' brandy is made. This unusual name—for a brandy—commemorates the founder of the enterprise, a certain Signor Lionello Stock, who started making brandy from Italian wines at Trieste in 1884. Today there are two vast distilleries (I nearly said factories) in Trieste, one in the free port dealing entirely with export, and another in the town, and there are also six other establishments distributed over the various Italian wine regions, distilling and maturing brandy.

Both the Cognac type pot-stills and continuous stills are in employment, and the brandies, which are usually made from stronger wines than in the Charente, are aged up to four or more years in large wooden vats, as compared with casks in Cognac. I have not seen anywhere else such impressive large scale, fully mechanised production as here, and this partly explains the great strides which have been made by this company. In the last ten years their production has risen from 7 million to 23 million bottles a year, and Stock sell the next largest quantity of cognac after Hennessy in the United States. Stock 84 is remarkably smooth, but has not the fine bouquet of a good Cognac, therefore it is most suitable for drinking with water or soda as a long drink. In this country it retails at 46s 6d, cheaper than the well-known three-star brandies from Cognac.

Above: In the Thorin vineyards near Macon, with the village of Romaneche-Thorin in the background. Sunshine in early September has helped to minimise the poor quality of the Burgundy vintage, but 1963 cannot be more than a medium vintage. Few of its wines will deserve to be kept long in cask

Above left: The vintage is gathered in the Lanson vineyards at Chouilly. The bad summer has not given the grapes a very high degree of alcohol so 1963 wines are likely to be on the light side. Substantial reserves from former years however, will mean that blends such as Black Label will not be affected

Far left: The vintage at the Lanson vineyards in Dizy

Left: Mr John Gilbey welcomes Mr Charles Bohlen (American Ambassador in Paris) to the English-owned Château Loudenne. Here for the first time "Ban des Vendanges" of the "Commanderie du Bontemps de Medoc et des Graves" was held. Around 500 people attended and the United States Ambassador was introduced into the order

STRETCH FABRICS

by The Sphere Industrial Correspondent

Very much sooner than I would have expected—within a matter of weeks, indeed, after I saw an advertisement in an American magazine and noted mentally that the inevitable had begun over there—stretch fabrics have arrived in the British male wardrobe. In a suburban man's outfitting shop last week—and by no means a purveyor of 'sharp' clothes at that—there was on display a pair of stretch slacks for men, complete with straps under the instep to hold them taut. I will confess they made me feel my age; while as a male beholder I approve of these materials for women's slacks, on the principle that if the woman has to wear the breeches in the family they may as well fit, for men the idea gives me pause. However, I recall that for some years I have been ski-ing in 'vorlages' made of not dissimilar material; and has not Mr James Laver laid down the principle that the sports clothes of today become the town clothes of tomorrow?

This sartorial innovation, however, may be more than a mere note for the social historian, but of major commercial and industrial importance. It represents a meeting of two developments in the British textile and clothing businesses; the attempt to make men devote a good deal more of their spare income to clothes, and the expanding technical development of expanding materials, stretch fabrics of half a dozen kinds. As the last two or three years have shown, once the stretch materials arrived in the general field of women's clothing they have become its fastest-developing feature. Latched on to a male market in which the clothing industry has some hopes of developing unpredecented growth, they could be of even greater significance.

There is a tendency to call all stretch materials Helanca, though they are not; and the innovating brand certainly deserves most of the credit for them. Helanca is not a material made by one maker, but a material made according to a patented process, developed by the Swiss firm, Heberlein and Co. During the second world war Switzerland was geographically cut off from steady supplies of wool; Heberlein, one of the textile companies there that had to make do, developed a bulkier textured material from cellulose rayon by a process that involved heating and crimping the fibres. When the shortage of wool disappeared after the war, but on the other hand nylon reappeared, Heberlein applied similar techniques to this synthetic fibre. Hence, the first satisfactory stretch material, and still by far the dominant fibre in stretch textiles—Helanca stretch nylon.

The first thing that stretch nylon went into was stockings and socks—and here it is worth noting that it must already be worn on the legs of a far higher proportion of men than of women. 'Stretch nylons,' in Britain, have never become as popular among women's stockings as in men's socks—partly, perhaps, because the yarn is generally a little heavier than the finest of nylons. Among socks, this nylon now has the biggest single share of the business; it has considerably reduced the variety of sizes that manufacturers need to offer, and even socks offered in more traditional (and often more comfortable?) materials such as wool often have some stretch fibre incorporated. (It has, incidentally, made socks last longer without darning, because nylon is intrinsically a heavier-duty fibre than natural fibres of the same weight.) While stretch stockings as such made only a limited impact, however, Helanca went on to conquer by bringing tights from the ballet to the wardrobe.

During the last few years, with stretch trousers (usually made of this nylon mixed with wool) descending from the ski slopes into the city street, stretch nylon has also become widely used in underwear and swimsuits. In this last field it encountered, and commercially seems largely to have conquered, some older elastic materials—made in a more complicated way with rayon or other fibres spun around actual rubber strands—but now it is itself encountering growing competition from other stretch fibres.

The men's clothing industry is full of enthusiasts who can see stretch fibres or mixtures including them moving into almost every item of one's wardrobe, over the years. They argue that used discreetly it ought to be able to improve the fit of normal suits (why should the smart young men stop at elastic-sided boots?). In other garments as well as socks, they think it should rationalise the sizing problems (underwear, for example). In trousers and sleeves, they argue, it should be able to reduce regular creasing and 'bagging' of the material. In a dozen ways, they hope to introduce it into 'casual' and 'leisure' clothing.

'Casual' clothing for men has been the favourite commercial spearhead of the man's outfitting firms in their parallel drive, during the last few years, to make us spend more on what we wear. The ordinary man may be hard put to recall whether he has any 'casual' clothes at all. However, his grey flannel slacks or hard-worn cavalry twill trousers would qualify for this name, from the enthusiasts (though they would be less enthusiastic about the shape of them); so would a cable-knit sweater, though the cognoscenti would prefer us to have a leather back or sleeves to this. All kinds of clothes connected with leisure activity—driving coats, 'loafer' shoes, those indeterminate jersey woollen garments that are not quite a cardigan and not quite a sports coat—form part of this potentially expansive new 'selling area.'

One says potential, because it is a little early to be sure that the surge of buying has begun yet. A number of the big outfitting companies have shown pretty dull trading results over the past two years; in spite of the much larger spending on advertising that has built up in recent years, the British male customer seems a little slow to persuade that he needs several different sets of clothes for different times of the day. Against the promotion of sales, again, there is the fact that the popular outfitters have been reducing the prices at which they offer made-to-measure or good ready-made suits; and though one sometimes wonders whether the skimpier jackets and narrower trousers of today save them a good deal of material, too, on a suit, the pressure of competition is probably squeezing their profit margins pretty thin.

In a different level of tailoring and outfitting, one gains a different impression—that it is possible to persuade us to spend more on clothing without actually selling us more clothes. A suit from a West End tailor that used to cost maybe 10 to 12 guineas before the war, and 30 to 40 guineas ten years ago, now costs perhaps 50 to 60 guineas. That, the ready-to-wear tailors would argue, is simply the recession from ordinary people's possibilities of a trade that is becoming simply too costly to go on running, given today's costs for skilled hand tailors; but the same renewed inflation is visible elsewhere. Ties, for example, have shot up in price during the last couple of years; occurring simultaneously with a fall in the price of nylon stockings, this must now have reached the point where a man spends yearly more on the (purely ornamental) wrapping of his neck than a woman spends on the (functional as well as ornamental) covering of her legs.

'Soft' consumer goods, their makers would argue fervently, are about due for a swing of the pendulum in their favour; the durables have led the market during the past ten years, and are still expanding fastest of all buying. Nevertheless, most of the items of household or transport equipment that we own are big and expensive enough, given small homes and only moderately rising incomes, for the average family to pause after acquiring one of each; and that point of temporary saturation, for a lot of home equipment if not yet for cars, is quite rapidly approaching. Incomes, we hope, will not stop rising; clothing is one of the industries that has come through fairly lean years for some time past in the hope that eventually families whose homes are stocked to bursting with consumer durables will switch the emphasis of their spending back. If that switch comes, there is little doubt that the clothing market will benefit from it—and so will the stretch fabrics, now spreading from nylon into a wide variety of new 'elastomeric' synthetic fibres, and equally in the other direction into specially treated cottons and wool.

Two new transport aircraft from Short Brothers and Harland Ltd. made their public appearance recently. The largest transport aircraft ever to be made in Britain, the Short Belfast is due to fly at the end of the year. It can carry 40 tons of freight at 340 m.p.h. By its side, the Turbo Skyvan can be operated from grass runways

Photographed by Tom Hustler

LEADERS OF BRITISH INDUSTRY: **E. C. BECK**

Mr Beck has been Chairman of the Export Group for the Constructional Industries for the past four years. Born 52 years ago, he was educated at Lancing College, Sussex, and Jesus College, Cambridge, where he obtained his degree in Engineering. After leaving Cambridge in 1933, he joined John Mowlem and Co. Ltd. as a Junior Engineer, and in 1940 was appointed Director of the company, becoming Chairman in 1961. Mr Beck is a Member of the Institution of Civil Engineers. He is Chairman of Scaffolding Great Britain (Holdings) Ltd., a Director of Building and Civil Engineering Holidays Scheme Management Ltd., and Builders' Accident Insurance Ltd. He is also an Underwriting Member of Lloyd's. He is active in the Federation of Civil Engineering Contractors, of which he is a Vice-President, a Member of Council and Chairman of the Finance Committee. Mr Beck is a member of the Bath Club and the Union Club. Married, with three sons and two daughters, Mr Beck's home is in Kensington. He plays golf for exercise at Swinley Forest, the Berkshire, and the West Sussex golf clubs

BRITAIN BUILDS ABROAD

by **ROBERT W. TODD,** *Director, Th Export Group for the Constructional Industrie*

The past year has been a vintage year for British contractors working overseas. The value of contracts obtained has leaped from £122 million to £147 million, eclipsing the previous record figure of £131 million. Another milestone has been passed as the total value of contracts obtained since returns were first made nine years ago now exceeds £1,000 million. Given reasonable support there are good grounds for believing that British contractors will continue to push the figures higher, although possibly at a less spectacular rate.

While by far the greater part of contracts obtained in the past year was won under normal competitive conditions it would be ungrateful not to acknowledge the help received from the Export Credits Guarantee Department, backed in turn by the banks, merchant bankers, insurance companies and others in the City. That this help will continue and, it is hoped, increase appears probable in light of the statement by Mr Reginald Maudling, Chancellor of the Exchequer who, when presenting the recent White Paper outlining HM Government's up-to-date policy on aid stated, "I hope to see expenditure on aid going up steadily."

Last year, as in previous years, benefit was derived from the spread of interest British contractors have in overseas countries. As formerly the pattern was one of some 60 or more companies working in a slightly larger number of overseas countries. A dip in the "swings" of the dollar countries was more than made good in the "roundabouts" of the sterling and non-sterling countries. Pride of place must go to Africa whose leadership was firmly re-established by figures which were an all-time record despite the vicissitudes—temporary it is hoped—attending the affairs of some African countries.

In Nigeria, Ghana and Sierra Leone, activity has been on a considerable scale.

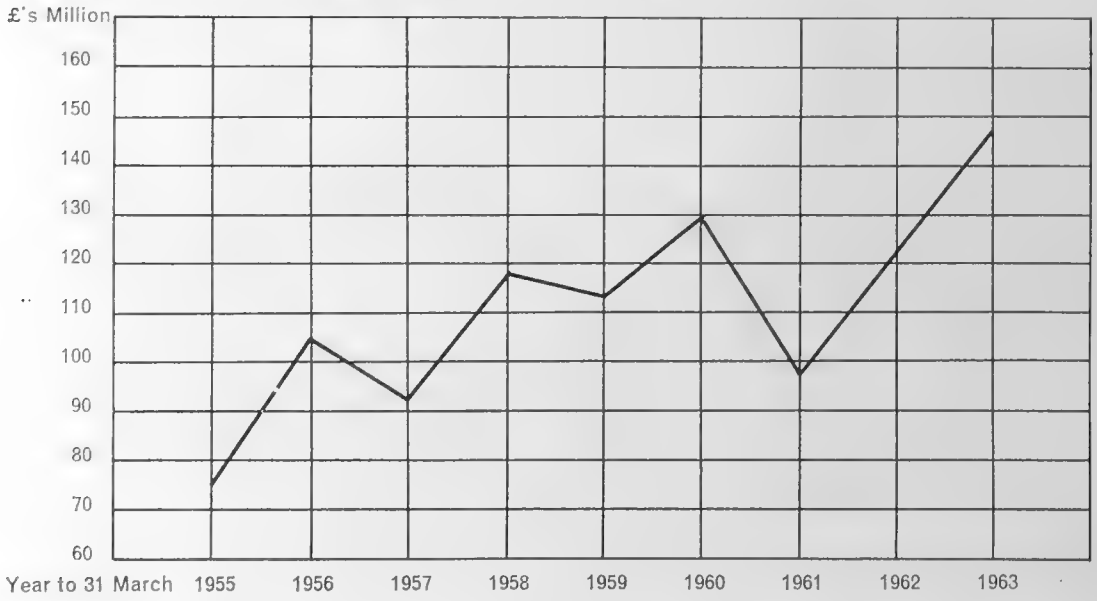
In Sierra Leone, work has been proceeding on contracts for a £2·25 million dam in the Guma Valley to supply the water needs of Freetown, in the expansion of the Marampa Mines at a cost of £2·5 million and at Pepel Port on the construction of an ore loading pier to cost £2·5 million. In Ghana, the works on hand include substantial contracts involving extensions to the harbour at Tema value £4 million, the construction of a steel mill at a cost of £1·7 million, and a textile printing works costing £1 million. While in Nigeria current contracts include the provision of a network of overhead transmission and distribution power lines, piling contracts, a textile mill, hotel, bank, flour mill, a causeway to carry a roadway and ten 3-mile-long pipelines, a cement factory and an oil blending plant.

While West Africa is clearly the pace-setter there is also activity in the north where the contracts in hand include a £2·5 million luxury hotel at Tunis, a sewerage scheme costing £500,000 at Tobruk and in the south where a coking plant to cost £2 million is under construction at Natal.

In East Africa, one of a number of similar contracts covers the erection of an overhead transmission system from Orungo to Gulu in Uganda so that power generated at the Owen Falls Hydro-electric station will be available to the townships of Lira and Gulu and the surrounding areas. In Tanganyika the first large power scheme since self-government, the £5 million Hale hydro-electric project, engineered by British contractors, is nearing completion.

At Hale, in Tanganyika, the construction is shown in progress of the spill-weir and gate structure of a hydro-electric scheme. This scheme harnesses a 230-ft. fall in the Pangani river. Built for the Tanganyika Electric Supply Co. Ltd. by Balfour Beatty and Co. Ltd., it will be the first large power scheme to be completed since independence. It is typical of the many engineering projects by British contractors in developing countries

Value of contracts obtained 1955/1963 Total value 1955/1963=£1,002 million



In Central Africa a feature of the past year has been the award to British contractors of a substantial contract in Sudan to build a township at Khasm el Girba to replace the town of Wadi Halfa which will be inundated by the waters of the Aswan High Dam.

Successes in Australia have increased the value of work being executed by British contractors in that continent. Contractors who have been actively engaged upon the Gladesville and Tasman Bridges have been awarded further contracts for bridges at Harwood, New South Wales and Tarbar Creek, Sydney, together valued at £A2 million, while work is proceeding on a £A2·5 million Sydney skyscraper which will incorporate novel features minimising solar loads and air-conditioning problems.

In neighbouring New Zealand British contractors with local associates are carrying out a £2·75 million contract at Auckland International Airport including a massive runway which in its length of 8,500 ft. includes 3,000 ft. reclaimed from the sea.

In Latin America, contracts upon which work is proceeding include the giant hydro-electric power plant at Mantaro, Peru's most ambitious project, where British contractors and manufacturers are taking the lead and are responsible for the major part of the works with assistance from German associates. Other examples are the £10 million hydro-electric power station at El Cadillal in Argentina and at Miraflores, Colombia, where work is proceeding 7,000 ft. above sea level on a £1·5 million dam.

In the same sub-continent the Tapakuma irrigation project costing some $8·5 million, will give rice farmers on the Essequibo Coast of British Guiana an assured supply of water, while at the same time enabling a further 15,000 acres of land to be put under cultivation.

In the Caribbean area, a contract to engineer a number of major projects for the Dominican Republic amounting in value to $80 million (£30 million) has been *(Continued on page 162)*

Left: Inside a factory recently completed for Turners Asbestos Cement (Nigeria) Ltd. by Taylor Woodrow of Nigeria Ltd. near Enugu, capital of the Eastern Region of Nigeria. The Region's Premier, Dr I. M. Okpara, opened the factory on October 18, although part of it had already been in production since earlier in the year. The present pay-roll of 200 employees is expected to rise to 500 as the market for the factory's products expands. The three-span area structure supplied by Taylor Woodrow (Building Exports) Ltd. is about 200 ft. long and covers an area of over 150,000 sq. ft.

Below: Stones for the moles are unloaded from trucks for the Escravos Bar project on the Niger delta. Completed ahead of schedule, the £11 million scheme was undertaken jointly by the Richard Costain-Raymond International for the Federal Government of Nigeria, with Coode and Partners acting as consulting engineers. The work involved the construction of a six-mile training mole, or stone-built breakwater, and of another smaller island mole designed to protect a dredged channel which will now give access at all states of tide to the inland delta ports. The stone for the moles was brought from a quarry opened up 145 miles up country, first by railway, as shown in the picture, and then by a fleet of barges. Much of the heavy plant, including a submersible pontoon—the Cormorant—was specially designed for the contract

Above left: A reproduction of a water-colour of the cooling towers at Burnpur, India, constructed by Gammons to the design of L. G. Mouchel and Partners, Paris. Gammons have been constructing hyperbolic natural draught cooling towers for over 30 years. Those at Burnpur are 204 ft. high and capable of cooling a million gallons of water per hour. The structures are carried by concrete piles. Other examples of this kind of work by Gammons are to be seen at the Ahmedabad Power Station and at the Durgapur Steel Works. The Gammon Group of Companies were founded by Mr John Gammon, whose reputation as an engineer and designer, particularly in reinforced concrete, began with his work for the Indian Public Works Department in 1910

Left: An artist's impression of the Hilton Hotel at Tunis due to be completed by the end of 1965. The hotel is being constructed by the Cementation Company to designs by Raglan Squire and Partners on a packaged deal basis whereby everything from the original site investigation to the soup spoons is provided at a total cost of £2.5 million. The same scheme was used for the Royal Tehran Hilton. The Tunis Hilton Hotel, with swimming pool, sports facilities, banqueting hall and built-in shops, is a key factor in the Tunis Tourist Board's plans to attract 300,000 visitors a year. *More pictures on page 162*

BRITAIN BUILDS ABROAD

continued from page 160

awarded to British manufacturers with the assistance and co-operation of a Swiss company. The projects involve the construction and installation of thermal and hydro-electric power stations, as well as water supplies, electricity distribution systems, port facilities and associated civil work.

Other important contracts in that area include the new Port of Spain 'B' thermal power station in Trinidad and piling contracts which have enabled reclaimed ground to be used for important new buildings.

The dollar value of contracts obtained, though less than the previous year, still represented a substantial volume of work.

Canadian associates of a British company working on the $23 million contract for the Toronto City Hall won the previous year followed this success with a $10 million contract for the new McIntyre Medical Science Centre for McGill University. Other British contractors have made their contribution by winning contracts which include a $7 million shopping centre at Yorkdale, and a $1·4 million Food Plant at Scarborough, Toronto. An interesting feature of the past year has been the participation to the extent of some $9 million of a British contractor in a contract value $92 million for Middle Fork American River project, California, and the first successes of other British contractors who have started operations in New York in association with American contractors.

The recent announcement of a third multi-million dollar development to be constructed in Surrey, British Columbia, by British contractors who had already embarked, with other British interests, on two other multi-million developments in British Columbia, while not reflected in the present figures holds promise of a steadily increasing contribution from this source in future years.

In the Far East the design and construction of a £5 million power station in Hong Kong and a £2 million ocean terminal in the same city have helped to swell the figures, while in the Middle East contracts have included a £3 million cantonment at Little Aden, an £800,000 flour mill in Kuwait, and recently, to be included in this year's figures, a contract for a £6 million New Town scheme in Bahrain.

In India contracts won have included three further contracts by the Indian Railways Board for the supply and installation of overhead equipment for 25 kv AC electrification, value £2·5 million, bringing to nine the number of major contracts awarded to this company, covering the overhead electrification of nearly 1,500 track miles at a total value exceeding £8 million. Contracts for extensions to the Durgapur Steel Works have been worth £7 million for iron-making and ancillary plant and £1·9 million for the engineering, design and supply of extensions to the works involving the wheel and axle plant, the foundry and the rolling mill. Bridges in both India and Pakistan have featured among the successes achieved by British contractors which have also included a contract value £1·75 million for a nuclear science laboratory in Pakistan.

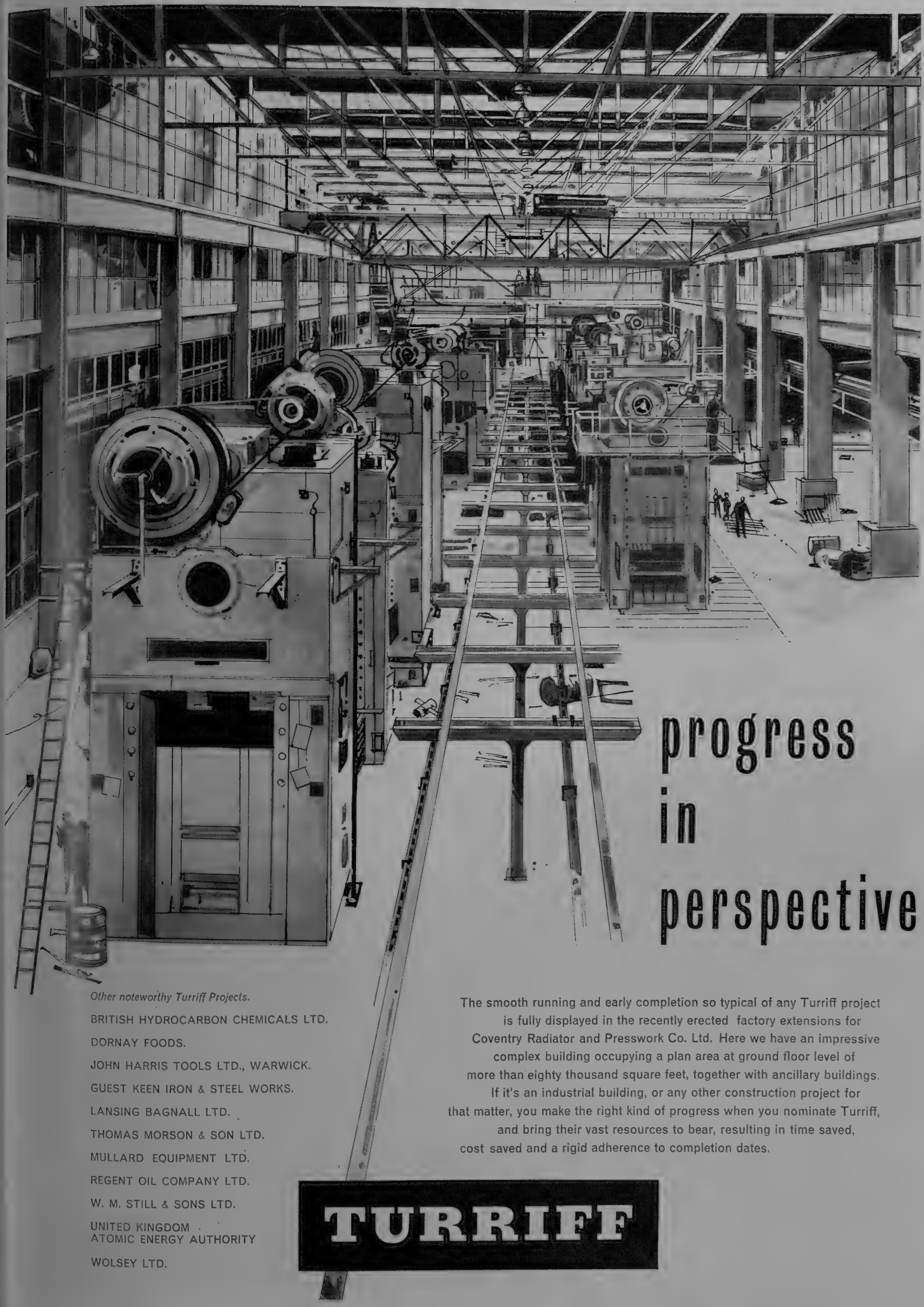
Returning to Europe there is the £28 million contract for the supply of steel-making and rolling mill equipment for a new integrated steel works in Yugoslavia. A second contract in that country, value about £2 million, has been awarded for the supply of machine tools and extension of a factory in Zagreb. In Belgium British contractors with their Belgian associates are building Britannia House, a 14-storey office block in Brussels at a cost of £1 million. There continues to be a large demand for pre-fabricated buildings and these are shipped and erected in most overseas countries to be used as textile mills, woollen factories, shoe factories, storage buildings and for a host of other uses.

It is difficult to do justice to a global effort of this magnitude as only a selection of the innumerable contracts which are proceeding at any one time can be mentioned in the briefest detail. It would be equally wrong to leave the impression that such successes are easily achieved. They represent the cumulative effort of British contractors who have shown that despite arduous and competitive conditions and the risks involved in overseas contracting they can match the efforts of their foreign rivals.

What they have achieved despite these difficulties holds great promise for the future.

Views of the Gladesville Bridge, Sydney, under construction by a partnership of Reed and Mallik Ltd and Stuart Bros. Pty. Ltd. of Sydney, for the Department of Main Roads, New South Wales, Australia. The contract for this bridge was awarded on an international competitive design prepared for the contractors by G. Maunsell and Partners, consulting engineers in London. **Above** shows the Gladesville Bridge in the background, the new Figtree Bridge in the foreground. **Left,** is a closer view of the Gladesville Bridge showing the single precast concrete arch, the largest in the world, spanning 1,000 ft. The concrete deck will carry six traffic lanes and two footpaths, making a total width of 85 ft. for the bridge

Left: Willys Jeep Factory, the first car factory to be built in Northern Rhodesia. It was erected by the Mitchell Construction Company Ltd for the Lusaka City Council. Williams Lawson and Dickinson were the architects for the work, and Ove Arup and Partners were the constructional consultants. *More pictures on page 164*



progress in perspective

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BRITAIN BUILDS ABROAD *continued from page 162*

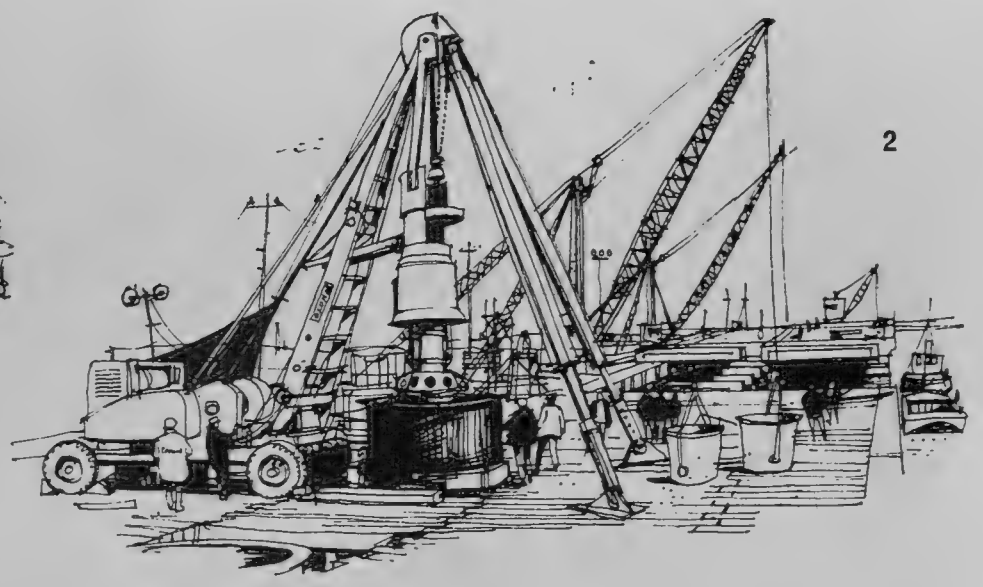
Above: The City Hall at Edmonton in Alberta built by Rush and Tompkins. The nine-storey building has double exhausted glazing units for thermal insulation in a cold climate

Top: An oil-purifying plant at the Murban oilfield, on the Arabian Gulf, being built for the Abu Dhabi Petroleum Co. by George E. Taylor (Overseas) Ltd., a member of the Turriff Group of Companies. The work is being carried out in association with Bechtel International. Further works by the company are under way at Jabal Bhana terminal

Right: Tema Harbour, Ghana, is the largest artificial harbour in the world. Its second stage is now under construction by Parkinson Howard (Ghana) Ltd. The consulting engineers are Sir William Halcrow and Partners and Vickers-Armstrongs (Engineering) Ltd. are sub-contractors supplying the dock gates. *More pictures on page 166*

landmarks

1



2

Landmarks like dams, jetties, hotels, hospitals, steelworks, silos and others stand as evidence of Cementation's part in progress over the past four decades.

And not all of it can be seen from the surface – shafts and tunnels of great mining projects in many parts of the world, for instance – the work of its mining engineers.

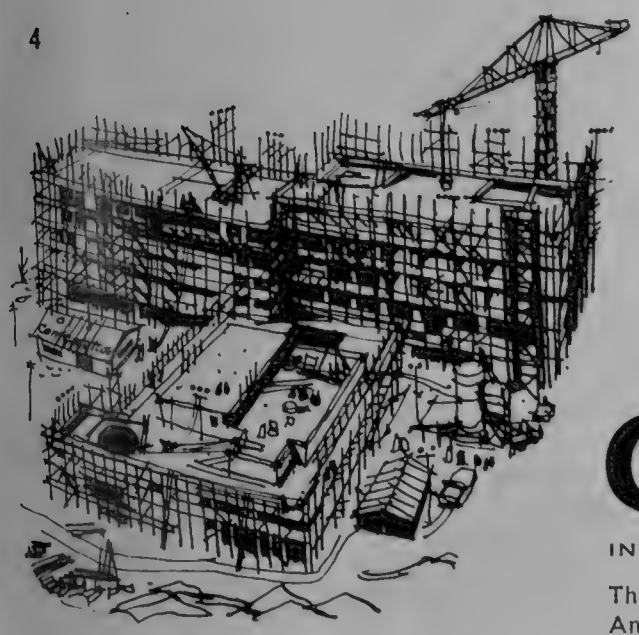
But apart from construction above and below ground, Cementation still leads in a whole range of special skills like grouting, soil mechanics, piling and many others.

3

1 Teheran Hilton hotel – a package deal* contract.
2 Marine foundation works for a new quay at Middlesbrough.
3 Stwlan Dam, Wales, typical of our many hydro-electric schemes throughout the world.
4 Tunis Hilton hotel – another package deal – under construction.

**In a package deal the contract covers everything from original planning and site investigation through construction and equipment down to the last detail.*

4



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BRITAIN BUILDS ABROAD *continued from page 164*

Far left: A 34-storey office building erected for Canadian Industries Ltd. by Anglin Norcross Corporation Ltd. is one of the tallest in the city of Montreal

Left: A reinforced-concrete bridge over the Revue River in Portuguese East Africa built by John Laing and Son Ltd.

Below: In the swampland of British Guiana, Pauling and Co. Ltd. completed in 1961 an extensive scheme of land reclamation, drainage and irrigation for the government. This project resulted in the reclamation of some 2,700 acres for rice production

More pictures on page 168

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Their clients, Tubesales, require a warehouse by September 30th.
Deliveries of stainless steel tubes arrive October 2nd.

(next day)
Wm. Cory and Costain meet and fully discuss requirements.

(six days later)
Costain submit drawings and cost estimate based on Wm. Cory's outline and specification.

(nine days later)
Contract documents ready and flown to America for signature.

(four days later)
Work on site begins.

(after only 17 weeks)
Warehouse complete and Tubesales in occupation.

Tubesales wanted this building quickly—they got it

The 40,000 sq. ft. warehouse with 200 ft. clear spans, built on piled foundations, lit, heated and ventilated, was completed 17 weeks from the first enquiry. Project managers on behalf of Tubesales (U.K.) Limited are Wm. Cory & Son Limited, London.

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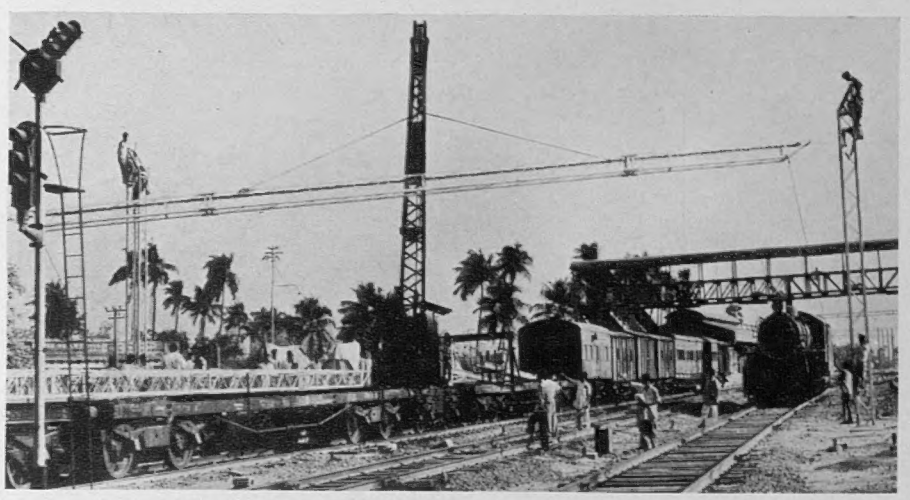
BRITAIN BUILDS ABROAD

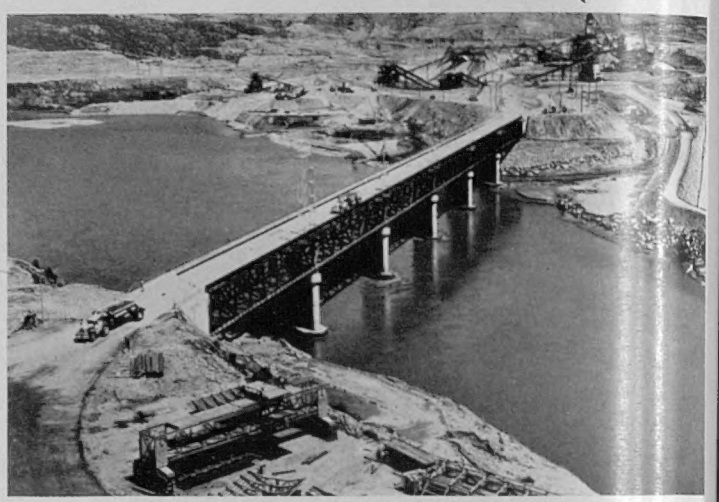
continued from page 166

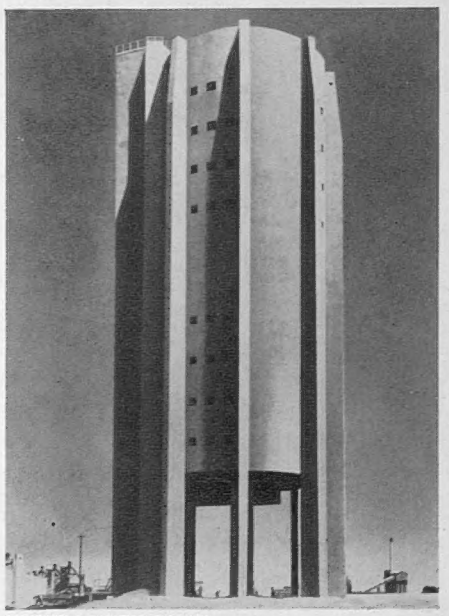
Right: The oil harbour at Aden was built in 20 months by George Wimpey and Co. Ltd. The refinery was completed in association with Bechtel International one month later

Below: At Dum Dum Junction, Calcutta, Indian workmen erect the cross-boom of a postal structure for a railway electrification scheme by British Insulated Callender's Cables Ltd. The BICC Group, since 1958, has received orders valued at over £8 million for railway electrification

Below right: The road bridge at the Mangla Dam project in West Pakistan was built very rapidly for the Water and Power Development Authority by Dorman Long (Bridge and Engineering) Ltd. The bridge, 1,200 ft. long, consists of six skew spans each 200 ft. in length. The steelwork was prefabricated at the Dorman Long Works in Middlesbrough







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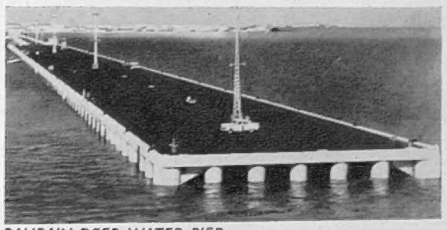

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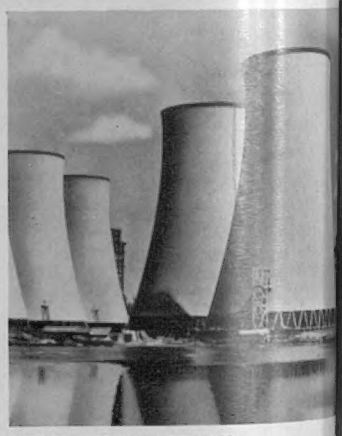

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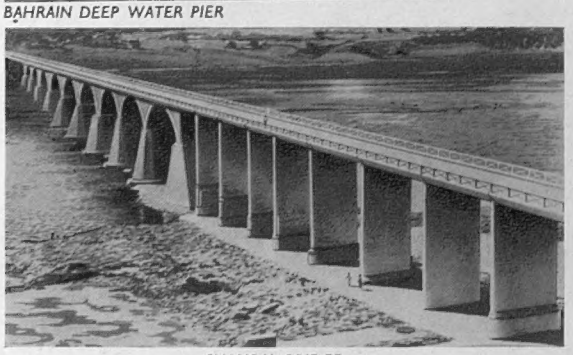

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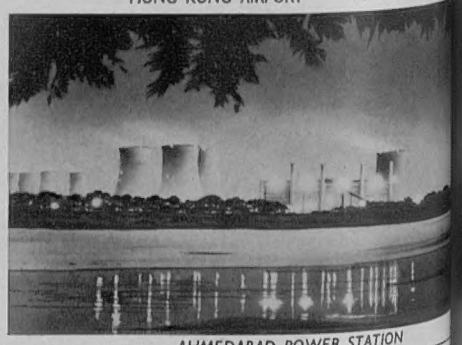
SHELL STRUCTURES AT LANDHI



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Published Weekly by ILLUSTRATED NEWSPAPERS LTD., Ingram House, 13-15 John Adam Street, London, W.C.2, and Printed in England by KELIHER, HUDSON & KEARNS LTD., Hatfields, London, S.E.1.
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